THE CHINA MAIL.

VOL. XXII. No. 1105. HONGKONG, THURSDAY, 19TH APRIL, 1866. PRICE, $15 PER ANNUM.

OFFICIAL NOTIFICATION.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail* and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Canton.

D. B. ROBERTSON,
Consul.

British Consulate,
Canton, April 16, 1866.

Shipping Intelligence.

ARRIVALS.

Date	Vessel, at	Flag & Rig	Tons	Captain	From	Departures	Cargo	Consignees or Agents
Apr	**H.kong.**							
13	Animosa	Sp.str.	450	Yuescos	Manila	Apr. 8	*Mails*	Spanish Consul
13	Undine	B. str.	386	Pitman	Fuhchau,&c	Apr 10	General	D. Lapraik
13	Formosa	B. str.	751	Tomlin	Fuhchau,&c.	Apr. 10	Sundries	P. and O. S. N. Co
13	Dumbarton	B. str.	981	show	Shanghae	Apr. 8	General	G. Livingston and Co
13	Suwonada	Am.str	1802	Jayne	Shanghae	Apr. 10	General	Aug. Heard and Co.
13	Japan	B. str.	349	Chatfield	Fuhchau	Apr. 11	Nil	Douglas Lapraik
14	Garland	Am sh	550	Sohst	Hamburg	Nov. 20	General	Wm. Pustau and Co
14	Patriot	Bre.bg	238	Stegman	Bangkok	Feb. 12	Rice	Wm. Pustau and Co
14	Exonian.	B. bk	360	Mann	Saigon	Mar. 30	,,	A. Scott and Co
14	Alert	B. sr.	185	Abbot	Yokohama	Mar. 29	General	John Burd and Co
14	Eugene Adele	Fr.sh.	653	Jerout	Sydney	Feb. 18	Coals	Aug. Heard & Co
15	Burlington	B. bk.	465	Hydes	Singapore	Mar. 13	Rice	Chinese
15	Rona	B. str.	785	Morrison	Newchwang	April 8	Peas	J., Matheson and Co
16	Josephina	Sp.bg.	177	Ruttier	Manila	Mar. 27	Rice	Chinese
16	Chase	B. bk.	284	Hamilton	Sual	April 9	,,	Birley and Co
16	Enterprise	Si. bk.	488	Sumfleet	Bangkok	Mar. 17	Rice	Siemssen and Co
16	Guillhaume	Bel.bg	294	Catersen	Bassien	Feb. 24	,,	G., Hubenr and Co
16	Ad. de Mackan	Fr.bk	25.	Devaurex	Sual	Apr. 10	,,	Wm. Pustau and Co
16	Volunteer	B. bk.	418	Whitton	Rangoon	Feb. 28	,,	R. S. Walker and Co
16	Solent	B. sh.	732	Paige	Saigon	Apr. 3	,,	G., Livingston and Co
17	Ann Holzberg	B. bk.	741	McGuire	Rangoon	Feb. 16	,,	Order
17	Charlotte	Fr. bk	362	Vincendean	Singapore	Mar. 6	,,	Siemssen and Co
17	Isis	Pr.bg.	206	Schultz	Bangkok	Mar. 5	,,	J. Burd and Co
17	Robert Lowe	B. str.	1497	Frost	Singapore	Mar. 27	General	Order
18	Minerva	Sp. bk	263	Diaz	Sual	Apr. 14	Rice	Reynolds and Co
18	Rudolf	Bre. sr	210	Oelrichs	Bangkok	Mar. 16	,,	Schellhass and Co
18	Johanne	Da. bg	225	Christiansen	Newchwang	Apr. 8	Beans	E. Schellhass and Co
18	Cæsar	B. bk.	306	James	Borneo	Feb. 20	General	Sherrald and Co
18	Fee-loong	B. str.	268	Toppin	Fuhchau, &c.	Apr. 15	General	Douglas Lapraik
18	Azoff	B. str.	800	Baker	Fuhchau, &c.	Apr. 15	Sundries	P. and O. S. N. Co
19	Rangoon	B. str.	1253	McCulloch	Bombay, &c.	Mar. 30	*Mails*	P. and O. S. N. Co
19	Niemen	B. bk.	624	Ballard	Bangkok	Mar. 8	Rice	Russell and Co
19	Jos. Amedee	Fr. sr.	146	Lecharde	Saigon	Mar. 30	,,	Order
19	Fray	No. bk	185	Hansen	Sydney	Feb. 9	Coals	A. Heard and Co

PASSENGERS.—Per *Animosa*, Mr. Noetzli.—Per *Dumbarton*, Messrs Hudson, Linton, and 4 second class.—Per *Suwonada*, Capt. and Mrs Johnston. Mr and Mrs Hammond, and child, Messrs Brouncou, Haraden; Archer, Coolidge, Dryer and Grinker.—Per *Garland*, Miss Rading.—Per *Eugene Adele*, Mr and Mrs Hawkins, and Mr Turner.—Per *Enterprise*, Mr Lambert.—Per *Robert Lowe*, Mr Theis and Jones.—Per *Feeloong*, Captains Sullivan and Williams.—Per *Rangoon*, for Hongkong, Admiral Kern, Captain Crossman, Mrs Roper, Mr and Mrs Hawke, Mr and Mrs Locock, and 3 children, Mr and Mrs Davur, Messrs A. Lay, S. Ho Hood, T. Wesley, A. Chart, J. M Vickers. G. F. Preston Wild, Carricate, J. Lanham, J. L. da Silva, N. P. Mulerferezo, P Curanes, F. C. Soortee.—For Shanghae.—Mr and Mrs Golding, Mr and Mrs Marshal, Messrs C. L. Bryant, C. Overbeck, Mills, Elias, R. Barkill.—Per *Azof*, Messrs Pundle, Webber, and 50 Chinese.

DEPARTURES.

Date	Vessel, from	Flag & Rig	Tons	Captain	Destination	Cargo	Despatched by
Apr	**H.kong.**						
14	Golden Fleece	B. sh.	359	Simpson	Newchwang	Sundries	Smith Kennedy and Co
14	Don Ricardo	B. bk.	209	Jeffrey	Sual	,,	Douglas Lapraik
14	Concordia	Po. bg	226	Grill	Sual	,,	Siemssen and Co
14	Elisa	Sp. bg	495	Ortuna	Manila	,,	Byrne and Co
14	Nicoline	Pr. bk.	366	Ahmann	Swatow	,,	Russell and Co
14	Adelheid	Pr bk	234	Ehlers.	Tientsin	,,	Siemssen and Co
14	Prince Kung	B. str.	135	Brown	Amoy	,,	Adam Scott and Co
15	Behar	B. str	1200	Blake	Bombay, &c.	*Mails*	P. and O. S. N. Co
15	Galathea	Am.bk	125	Gerritz	Shanghae	Sundries	Borneo Company
15	Dioscuren	Am.bk	353	Wagner	Saigon	,,	Siemssen and Co.
15	Georg	Bre.sr.	118	Schierholz	Tientsin	,,	Schellhass and Co
17	Joshua Bates	B. sh.	660	Cotter	Melbourne	,,	Parker and Co
17	Ida	Da.bk.	140	Rushart	Tientsin	,,	Oxford and Co
17	Paul Riquet	Fr.bk.	430	Geneviere	Saigon	,,	Bosman and Co
17	Formosa	B. str.	800	Tomlin	East Coast	,,	P. and O. S. N. Co
17	Undine	B. str.	386	Pitman	Swatow, &c.	,,	Douglas Lapraik
18	Suwonada	A. str.	1802	Jayne	Shanghae	,,	Augustine Heard and Co
18	Clan Alpine	B. str.	999	Hutchinson	Sapore, &c.	,,	Jar., Matheson and Co
18	Lightning	B. str.	316	Rodger	Sapore, &c.	,,	G., Livingston and Co
18	S. and Agnes	Du.bk	459	Ordeman	Batavia	,,	Bahlmann and Co.
19	Maria Luisa	Sp.bk.	361	Anzolarga	Manila	,,	Reynolds and Co
19	Amur	Am.bk	360	Bendixen	Saigon	,,	D. Lapraik
19	Ino	Am.bk	222	Bannaw	Saigon	,,	Siemssen and Co
19	Dwina	Ru.bk	257	Rittern	Nagasaki	,,	B., Hubener and Co

PASSENGERS.—Per *Behar*, for Southampton—Major Edwards, Mr and Mrs Robinson, Mr and Mrs Tyers, Mr and Mrs Pedder, Miss Browne, Messrs Barratte, Boxer, McGregor, Spain, Brown, T. Pitcher and Marton. For Marseilles—Mr and Mrs Alexander, Messrs R. B. Parr, Talor, G. H. Pearce, Richards, Hudson and Miller. For Suez—Messrs Hendersnn, R. Moller, E. Hubener, Gribble, and G. Riepper. For Bombay—Messrs Sapoorjee, J. M. Magis, and R. S. Mogra. For Singapore—Major Costa, and Dr de Lavora.

THE CHINA MAIL.

PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 19TH APRIL, 1866.

MARRIAGES.

In the Second Presbyterian Church, Galesburg, Illinor's, on the 1st of February, 1866, by Rev. Geo. Duffield, Jr., assisted by Rev. Wm. S. Curtiss, D.D., President of Knox College, Rev. JUSTUS DOOLITTLE, of the China Mission, of the American Board, to Miss LOUISA JUDSON, of Golesburg, Illonor's.

In Philadelphia, Penna, U.S.A., on the 19th of February, 1866, JOSEPH J. RAY, of Hongkong, to VICTORINE L., second daughter of Wm. R. Dickerson, of Philadelphia.

BIRTHS.

At Hongkong, on the 17th instant, the Wife of J. W. TORREY, of a Daughter.

At Hongkong, on the 17th April, the Wife of S. W. BAKER, of a Son.

DEATHS.

On the 26th March, on board the P. & O. S. N. Co.'s S. S. *Simla*, of bronchitis, infant son of R. F. HAWKE, of H.M. Naval Yard, Hongkong, aged 7 months and 26 days.

FOR SALE.

FOR SALE.

THE ANGLO-CHINESE CALENDAR for 1866, published by A. SHORTREDE & Co.
Price, $1.

"China Mail" Office.
Hongkong, February 26, 1866.

FOR SALE

THE CHINA DIRECTORY For 1866 printed and published by Messrs A SHORTREDE & Co.
Price, bound . . . $3,
Unbound in Paper cover . . $2,
Hongkong, March 23 1866.

ECHOES OF THE WEEK.

News from the North—Telegrams via Kalgan and Kiachta—Newchwang—Foochow and the tea clippers—Colonial finances—Confiscation of the PRINCE ALBERT—Piracy again—Amateur theatricals—The Weather.

THERE has been nothing of importance lately from the North, with the exception of a report that a scheme of telegraphic communication with Europe *via* the Russian settlements is on foot; a Chinaman has contracted with an European agent—Mr Grant, for the conveyance of telegrams between Tientsin and Kalgan, and from the latter place, it is proposed to establish a system of couriers to Kiachta. The contract time for the dispatch of telegrams between Tientsin and Kalgan is fortyeight hours, a penalty being imposed in each case of delay.

From the number of vessels reported in the harbor of Newchwang, a brisk trade seems to be anticipated, after the ice bound winter months of inaction at that port.

The tea season at Foochow is about to commence; the *Robert Lowe* has arrived from Singapore, and the *Fiery Cross* is hourly expected from Rangoon *en route* for Foochow and the *Taitsing*, *Ariel*, *Far East* and other tea clippers are on the berth.

As regards local news, the principal topic of discussion in the Legislative Council, appears to be "ways and means," and the "last straw" which is to break the camel's back, according to our contemporary, is the "Military Contribution," which seems as great a bugbear here, as "Irish members" are in the House of Commons at home. On comparing notes, it really appears that although, to follow out comparisons, Mr GLADSTONE can afford to chuckle over his estimated three millions of surplus, we are obliged to ponder over the heavy deficit which appears on the balance sheet of the Colonial Treasury. Things have been going on altogether wrong; incidental revenue has apparently been calculated as permanent, and the proceeds of government land sales which have heretofore formed the principal revenue, now that nearly all the crown lands are sold, can no longer keep "the mill agoing," and this being a free port and principally only a depôt for goods of all kinds, the elasticity of the Customs revenue at home, can find no parallel here, either now or in any future years.

We hope great things for the mint, when in full working order; and the success of the undertaking, in a commercial point of view will we believe be soon apparent. This may stop the gap and make the colony solvent again; in the mean time economy and retrenchment is absolutely necessary, and some steps should be taken to send a petition to the Secretary of State for the Colonies endorsed by the whole colony, protesting against the levying of the obnoxious contribution to the army estimates; at any rate until the mint begins to "make money" in *two* senses of the word. This petition should be laid before the House of Commons, and the "sense of the House" being taken on the subject, common sense must win the day and demonstrate the injustice and oppression attached to this compulsory payment of £20,000 per annum.

The *Prince Albert*, the steamer which was seized some short time ago, by a Chinese customs cruiser, as being in a non-treaty port, has been adjudged confiscated by a mixed Court at Court at Canton composed of H. B. M. Consul and some officials of the Chinese and foreign Customs. Although a hard case for Mr Quok Acheong the owner of the vessel, there can be no complaint made of the fairness of the decision as regards the unbiassed views of the members of the Court. The decision come to in this case will probably lead to some steps being taken towards moving for the opening of the port of Kiung-chow, which by the treaty of Tientsin is one of the ports which the Chinese Government are bound to open; heretofore the trading of foreign vessels at the small ports on the west Coast has been tacitly allowed by the Chinese authorities, and this seizure of the *Prince Albert* though undoubtedly a legal as well as very knowing and profitable act seems to be somewhat "smart" on their part.

The clan Piratical seem to have again commissioned their fleet, for we see by an account in the *Porvenir Filipino*, that a schooner has been attacked; further particulars are given in our other columns.

The British barque *Cæsar*, which arrived yesterday was also attacked by piratical junks, off the Asses Ears, but as she offered a vigorous resistance, and made pretty good practice with her six-pounders the junks, which had run alongside, thought that if they fought and ran away, they would live to fight another day, so "made tracks" accordingly. No casualties among the crew, have as yet been reported. We understand that His Excellency the Governor is collecting statistics of all cases of piracy which have taken place in the vicinity of Hongkong, and of all such cases brought before the Criminal Courts of the Colony. This has apparently been done with a view of justifying himself with the Home Government, for any strong measures which he may propose and authorize for the suppression of this scourge of the China seas which is a crying reproach to civilization and English laws, from the apparent incapability of the latter to punishing wrong and violence.

Another subscription amateur performance took place on Tuesday evening at the Garrison Theatre; the two pieces performed were put on the stage and acted in a manner decidedly beyond the average of amateur performances, and of the previous representations this season. This is to be attributed to the very efficient aid which the military received from their naval *confreres*; for the navy as represented here, furnished some capital actors for the occasion, and the *Princess Royal* having a good "team" of "reefers," the female parts were really very well taken. It is very gratifying to see such cordiality between the two branches of the service, as was displayed on this occasion.

The warm weather after dodging us for a long time, we have at last very unwillingly caught apparently for a permanency; we have however managed to tide over the spring months, with a season of very genial and temperate weather, and it is to be hoped, the augury may prove favourable as regards the summer now almost upon us.

LATEST NEWS FROM HOME.

(Per mail steamer Rangoon.)

ARRIVED NOON 19TH APRIL 1866.

THE latest News from Europe is not of any very great interest. The Chief Parlimentary intelligence is that the reform bill was to be moved by the Chancellor of the Exchequer on the 12th March,—that the second reading was fixed for the 30th April and that the Ministry intend to stand or fall by the result. Lords Grosvenor and Stanley were to move and second the amendment to throw out the bill. Earl Russell does not resign as reported and the Jamaica bill has passed the commons.

Fenianism is still being put down by the strong arm of the law; several arrests are reported.

The following are the *latest* Commercial Telegrams:—

LONDON, March 20th.—The Specie shipped by the Southampton steamer to-day is as follows:—for Madras £6,351.

Fair Dhollera 17½, market dull and inanimate, and rates in favor of buyers; 7 lb Shirtings 15s; No 40 Mule Twist 2/3.

Money market depressed in consequence of the possibility of a war between Austria and Prussia. Consols 86⅞. Bank discount 7 per cent. Money in great demand, but supply limited.

LONDON, March 21st.—At the bidding for Council drafts on India the minimum rates have been fixed at 11/1⅜ on Calcutta and Madras, at 2/¼ on Bombay; Calcutta offers will receive 11 per cent and Bombay 37.

LONDON, March 23.—Stock 420.000 bales. At Manchester little doing; Cloth and Yarn halfpenny down, Copper has fallen £5 per ton.

LONDON March 24th.—Bank discount, 6 per cent. Demand for money quiet Bar Silver 5/1 per ounce.

LONDON, 29 March.—Cotton much depressed; large arrivals from America: stock nearly 600,000 bales.

FRANCE.

The 'Memorial Diplomatique' asserts that the reply of Mr Seward to M. Drouyn de Lhuys's despatch of the 9th January has been received, and that the former undertakes that the United States will remain neutral towards Mexico in view of the promised evacuation of that country by the French troops.

France, Russia, and Austria have agreed upon a conference in reference to the Principalities. The differences between Austria and Prussia are widening. The Austria commander in Holstein has sanctioned the convocation of the Committee on the Budget, and declared for the Constitution of 1854.

AUSTRIA.

The Hungarian Diet has agreed to commission for arranging affairs between Austria and Hungary.

Austrian troops are to be sent into Mexico when the French troops are withdrawn.

ITALY.

The Italian are proposing to pay off their national debt by public subscription.

At the approaching Conference on the affairs of the Principalities, Italy will submit a plan for the settlement of Venetia.

PRUSSIA.

A large meeting was held at Cologne to receive the deputies who had returned from Berlin. Several speeches were delivered condemnatory of the Government.

SPAIN.

General Prim and all the other officers concerned in the late Rebellion have been condemned to be shot. Madrid is still in a state of siege.

HOLSTEIN.

A declaration has been signed by 40 members of the privileged orders of Holstein insisting on the right of self-government, in opposition to a recent petition signed by only 18 nobles.

AMERICA.

The President of the United States has vetoed the Freedmen's Bureau Bill, and the act has been approved by the Senate and the bulk of the people. He has also delivered a speech expressing determination to pursue his reconstruction policy. The diplomatic circle at Washington has expressed much offence at a speech by Mr Bancroft on foreign governments. The Austrian ambassador has protested officially, and Sir Frederick Bruce has refused to meet Mr Bancroft at dinner. The Fenian Congress in America, under Sweeney, has agreed to a plan for the invasion of Canada. The American government is prepared to prevent any illegal movement offensive to England.

SOUTH AMERICA.

The Spanish commodore on the Pacific coast proposed an armistice, but the Chilian Government refused the conditions.

An indecisive battle has been fought between Brazil and Paraguay, both armies sustaining heavy losses.

OF the various routes which travellers to and from China follow there are but two which are in common use viz: that usually and now-a-days incorrectly termed the "Overland Route" and the long journey by land via Peking, Siberia and St. Petersburgh. A third route which during the summer months is quite as practicable and far more agreeable to those who dislike spending nineteen days in the Mongolian desert or who from constitutional or other causes find a long sea passage to be an extreme discomfort, is open to the public; but though it was described in one of our first class periodicals some months ago very few seem to have availed themselves of the advantages it presents. This is no doubt greatly owing to the fact that steam communication between Shanghae and the mouth of the Amoor is very uncertain; for it is to the route via Nicolaifsk and Irkutsk that we invite the attention of our readers.

Supposing that the homeward bound traveller has reached Shanghai and is fortunate enough to meet a steamer bound for Nicolaifsk a short run of from 5 to 7 days will see him safely landed at the latter port. Steamers run constantly from this place to within four days ride of Irkutsk, occupying 25 days on the passage. There is a considerable difference between being at sea and gliding along the smooth surface of an inland river, and few would be found to object to so convenient and comfortable a mode of travelling as the latter generally proves to be. There is, so far as we can learn, no great difficulty in obtaining transport overland from the point where navigation ceases to Irkutsk. Having reached this point 29 days by post will carry the traveller to Nijni Novgorod where the railway commences, and a very few days more will see him safely housed at his destination.

On the road from Irkutsk to Nijni Norgorod the first half will be found to be very agreeable travelling. In Western Siberia the roads are somewhat swampy during the summer months and the traveller's progress will necessarily be slower. No actual discomfort need however be feared as the Russian posting arrangements are by no means bad. For those who can command official aid the advantages of this route are of course much greater than to the ordinary traveller, but a gentleman from whom we have received some information on the subject has assured us that all persons are likely to meet with civility and attention.

The route we have thus hastily sketched possesses however an interest of quite another kind and one which will at once commend it to the mercantile community of China. The Telegraph from St. Petersburg will, in about 3 or 4 months time, be completed to Nicolaifsk a distance of some 30 miles of telegraphic wire being the only link now wanting to place the capitals of western Europe in connexion with the extreme confines of Eastern Asia. By this route, when completed, Shanghai will be placed within 9 or 10 days of London intelligence: a facility which will without doubt be availed of on the completion of the telegraphic line.

No part of China is at present within less than 19 days of England as to telegraphic intelligence, or rather was not until the completion of Mr GRANT'S Courier scheme via Kiachta, of the successful working of which we have not yet heard. Even should Mr GRANT'S efforts be successful the telegraph by the route we are noticing will prove a formidable competitor to the Peking and Kiachta line, while supposing the time of transmission by either route to be equal, the advantages of the Nicolaifsk line in the superior safety afforded by telegrams being confided to the hands of members of civilized nations only, will go far to engage public opinion in its favour. Space prevents our now dwelling more at length on this interesing subject.

EMIGRATION has for many years been held to be one of the most important questions effecting the prosperity and happiness of the people of Great Britain, as well as her Colonies and possessions. Within the last fifty years the number of emigrants who have left the shores of Great Britain for other lands, has amounted to over five and a half millions of persons. From these figures it might be thought by some that the population of the British Empire had diminished in consequence, but such is not the case, although the loss by emigration has exceeded an average of one half per cent per annum of the total population. A large proportion of these five and a half millions have reached the United States of Northern America and the remainder have gone to Canada, Australia, New Zealand and other colonies or possessions of the British Crown. The labours of British emigrants in the several countries of their adoption have resulted in the erection and consolidation of Government institutions in imitation of those at home, while a large and flourishing trade productive of immense mutual advantage has sprung up between Great Britain and her several colonies. Great Britain by long experience now knows that every emigrant who leaves her shores, is instrumental in the development of a new commerce, bearing, as it progresses, happiness and worldly prosperity to the industrious man, as well as adding further power and importance to the British Empire.

The advantages and blessings of emigration have tended also to alleviate the condition of the poor remaining in the mother country. Its great and undoubted benefits when properly carried out have rendered it expedient to place it under official regulations in all countries where from internal causes it has become frequent or necessary. China, is without question in a position at the present time to spare from her enormous and ever increasing population a large number of ablebodied labourers. It also happens that there are in various parts of the globe on about the same parallel of latitude as Southern China, countries possessing soils of a wonderfully productive nature, and climates possessing many advantages. To enumerate those countries it is only necessary to refer to the fruitful estates and plantations in Ceylon, Mauritius, Cuba and other West India Islands, British Guiana, Brazil, Peru, Bueno Ayres, Chili, Java, Borneo and the Sandwich Islands. In all these naturally productive and extentive tracts of country the Chinese labourer is *preferred*, and we account for this preference by the known fact of the Chinese being more willing, laborious, patient, expert and clean labourers than any others which have yet been tried.

To those unacquainted with the manner in which engaged or Bonded coolies have hitherto left the shores of China for some of the above named countries, it might perhaps appear an easy matter to transport some few hundred thousand Chinese labourers with their families to their destination every year. We ourselves believe that the matter is one capable of easy arrangement, provided the good faith of those engaged to carry out the scheme can be depended upon. This however unfortunately is not always the case.

Under the system of Bonded or Engaged emigration which it is well known is pursued by certain agents in China, the engagement of the labourer is sold to a planter for a certain sum of money. In all cases this amount is so large that enormous sums have been made by many nearly all of those engaged in the trade. These enormous and disproportionate profits have caused many greedy and unscrupulous men, whose passion for gain originally gave rise to the evil of kidnapping, to resort to China for the purpose of procuring the necessary number of the coolies. We hear of cruelties being practised by some, until the asserted iniquities of the whole system, call loudly on the representatives of all foreign governments to suppress the trade at once, until some plan can be inaugurated which shall be approved by them and carried out under their authority. The new regulations fail utterly as we have before pointed out in affording proper protection to the labourer; and we have before us the warning conveyed by the mutinies and murders committed on board the various vessels whose reports have lately appeared in our columns. We do not propose to enter into the immediate cause of these disasters, though they must undoubtedly arise in part from the present faulty system of engagement. Our object is rather to enquire whether a plan could

be devised which in practice would overcome such difficulties and dangers; and at the same time render all emigration voluntary in fact, and free in result.

Let us assume that a large and wealthy Company of rich planters residing in one of the above named places (such for instance as the Compañia Maritima of Peru) to be desirous of obtaining Chinese labourers. The directors of this company are amongst the wealthiest in Lima, and could well afford to enter into the arrangements we propose. Supposing them to require say five hundred coolies for a vessel lying at Macao. Why should not the Government of that place compel the agents of such a company to enter into *heavy* bonds for the return of the coolies shipped within a specified time, the most perfect proof being required of any circumstances alleged to have happened to prevent this return taking place? The Government on the other hand obliging the agent to pay over annually a certain sum (to be deducted from the wages of the coolies) for the support of the relations left behind.

It is not to be supposed that such a plan could be brought into operation without the most perfect guarantee of both the government and the agent being entirely uninterested in a pecuniary point of view. Such a plan would moreover be a heavy tax on the company, but when we revert to the prices paid in Lima for the engagements of these same coolies which shew at the present time a profit of from 200 to 400 dollars a head such a consideration is seen to be but of small importance.

Other little difficulties would of course arise but they also sink into insignificance before the advantages the adoption of such a system would ensure. Under it a Chinese labourer would feel himself secure of good treatment, personally—would be satisfied by the government guarantee that his poor parents or family would be provided for—would feel that he could be helped to return to his native land at the end of his engagement or that if he wished he might remain to accumulate his savings. Under such a system all emigrants should be required to come forward voluntarily. The employment of the "crimp" would be discontinued, for after a very short trial of the new system we venture to think he would no longer be required. The agents would find instead of the seedy half starved specimens of humanity who now reach the barracoons that they would have flocking to them fine, healthy young men;—Sickness on board ship would diminish, and instances of mutiny and its frightful atrocities would we hope and believe become rare indeed.

Not a single ship should be allowed to leave China with bonded emigrants, but under such conditions as we have advanced. The whole question however turns on the implicit good faith of the agents employed. This can only be secured by government officials being appointed whose emoluments should be derived from official sources, and not from the "head money" dependent on the number of coolies shipped. So long as nondescript individuals with no other guarantee for their honesty than their self interest, are allowed to act as agents on such matters in any part of the world so long will abuses continue, resulting in the inevitable *emeutes* which have contributed so melancholy a page to the history of Asiatic emigrantion.

In the table of vessels attacked by pirates in these seas since the 15th January, which we published a short time since, we omitted to insert the name of the Brigantine-schooner *San Fernando*. A long account of an attack made on her by a heavily armed junk on the 24th March, appears in the *Porvenir Filipino* of the 1st inst. The Pirates boarded her but were eventually repulsed with loss.

In addition to this vessel the name of another British ship is added to the list since the date of last publication. The British barque *Cæsar* was chased by pirates off the "Asses Ears;" as the *Cæsar* shewed fight however they gave over the pursuit, and the vessel reached Hongkong in safety.

The table in question which we repeat hereunder with the additions shews an average of *six* vessels per month or *seventy two* vessels per annum attacked by pirates, and our list is necessarily imperfect. No doubt the stringent measures which it is believed the new Governor will put in force will diminish this heavy number, but we fear that something more is wanting than the individual action of any official, however determined he may be to do all that lies in his power to check such proceedings.

Congresses and Commissions are the fashion now, so why not summon a "pirate" congress? We have an international Cholera congress—a cattle plague congress, and a great many other "Congresses" which certainly do not effect much though they satisfy one's desire to know that matters are being talked over, and the statistics of various evils tabulated. A 'pirate' congress might really have some practical effect, if the members composing it were to be properly backed up by the physical force of the nations they represented. But it would be necessary, that no half measures be proposed. Once let the Chinese pirates understand that all western nations were united in their endeavours to suppress the rascals who now infest the China seas, and they would probably migrate to a safer neighbourhood than that of their usual cruizing ground. By way of insuring promptness and vigour we would recommend that naval officers of each nation interested be sent as representatives—those countries who do not possess a navy paying a share of the expenses incurred by those to which the men of war employed belong.

The following is a list of the Piracies reported in the columns of the Hongkong press between the undermentioned dates:—

RETURN OF PIRACIES.

From 15th January to 19th April 1866.

Date.	Ships' Names.	Near where Attacked.	Remarks.
16 January,	Jeanne and Joseph,	Tamtoo,	2 of crew murdered, 1 wounded vessel looted.
20 „	Alberts Jurss,	Pooty,	Pirates repulsed.
28 „	Alma,	Stone Cutter Island,	2 men missing.
2 Feby.,	Messrs Lane, Crawford & Co.'s Water boat,	Off the Mint,	Pirates repulsed.
5 „	Nuevo Lepanto,	Lantao,	Vessel captured, crew escaped.
11 „	Chin Chin, Hamb. Sch.,	Ly ee-moon passage.	3 men wounded, one man missing, Cargo untouched.
11 „	Johanna, Sarah Maria, and Resolution.	Off S. E. Lema Islands.	Reported by a pilot as seen engaged with pirates; result unknown
1 March,	2 Chinese junks cruizing to pick up emgts.	Lantao,	Money and Opium carried off Captain of one junk killed.
7 „	Dannewirke, Dan. brig,	Achow point,	Vessel plundered, no lives lost
10 „	Conqueror, British ship,	Ladone Islands,	Vessel boarded, 1 of crew killed, 5 wounded, 6 pirates killed.
24 „	San Fernando,	Off Pooty,	Boarded by pirates who were eventually repulsed with some loss.
25 „	Mary Jane, British brig,	Lema Channel,	Captain and two of the crew missing, vessel plundered.
17 „	Cæsar, British Bark,	Asses Ears,	Pirates retreated when fired upon.

We have reason to believe that other cases have occurred of which no reports have reached Hongkong.

(FROM THE LONDON AND CHINA EXPRESS.)

PARLIAMENTARY PAPERS RELATING TO THE MORTALITY OF TROOPS AT HONGKONG.

The correspondence and returns on this subject moved for in the House of Commons by Colonel North, have been printed in a parliamentary blue-book. With the view of accounting for the entire absence of suitable accommodation for the troops on their arrival, it has been repeatedly stated by officers of the garrison at Hongkong that they came unexpectedly. The utter futility of this excuse as regards the 2d battalion of the 9th Regiment is proved by the very first letter of the series, in which Major General Guy, writing from Hongkong in November, 1864, alludes to the reinforcements then on the way in the *Tamar*, and states that he expects her arrival about February, the very month in which she did arrive. Having landed these troops, the steamer *Tamar* was despatched to the Cape for the 2d battalion of the 11th Regiment, and Major General Guy must have known that in the ordinary course of events she would return about the end of May or early in June. And yet at the time of her arrival, not only Major-General Guy, but the principal medical officer and two staff surgeons were taking their ease in Japan! No preparation whatever had been made for the troops, and they were landed at Kowloong during the worst period of a sickly season, in the worst part of an unhealthy settlement, and provided with the worst possible accommodation. No great amount of penetration is needed to discern the causes of the frightful mortality which followed. During the absence from his post of Dr Dick, the principal medical officer, his work was done and his responsibilities borne by Mr George Saunders, surgeon of the 9th regiment; and this gentleman in his letters briefly attributes the excessive sickness to four causes:—First, to the occupation of the unhealthy peninsula of Kowloong; secondly, to insufficient barrack and hospital accommodation; thirdly, to the harass ing night duty exacted from the men; and fourthly, to intemperance and want of indoor employment.

All medical authorities who have had experience in Hongkong and Kowloong agree that the soil, composed as it is chiefly of disintegrated granite, emits most unwholesome exhalations when freshly turned over or disturbed; and that not only foreigners but natives constantly suffer from fevers and cholera when exposed to them. The huts at Kowloong were, it seems, in close proximity to a new road which was being excavated, and their inmates of course felt the full effects of these deadly miasmata. As regards the barrack and hospital accommodation, Mr Saunders in one case pointed out to the Commandant that 375 men were crowded together in a building which gave each man 272 cubic feet less space than the minimum required by the regulations, that cholera was already prevalent, and unless this were at once remedied an enormous mortality must ensue; the result of this representation being that *seventy more men* were put into the building! Mr Saunders' application being meanwhile "referred to Dr Dick, in Japan." Over and over again Mr Saunders insisted that the men should be allowed six nights a week in bed, instead of only three or four—but the destroying system was remorselessly enforced, while the question was "left for the consideration of the Adjutant-General." Drink had doubtless its share in the work of death; but can we wonder if the men, harassed by excessive night-duty idle and uncared for during the day, and enfeebled by disease, took to drink as a means of alleviating their misery? Upon all, it seems doubtful whether the whole force—men, women, and children—would not have been annihilated altogether without the care and exertions of Mr Saunders. Unpleasing as this sickening tale of horror is, the credit of the service demands a thorough investigation into all its repulsive details; and we observe with satisfaction that Colonel North has announced his intention of moving for a committee of inquiry into the subject. Perhaps this may elicit a reply which is at present wanting, to the question so pointedly asked by the Director General of the Medical Department—*Why* were the principal medical officer and two staff surgeons all in Japan at one time, when their presence was so urgently needed in Hongkong?

Much interest and curiosity has long been felt with respect to the regulations in force at Macao concerning the Coolie Trade centred at that port, and we rejoice in having been favoured with a translation of the entire body of Decrees and Orders upon that subject, which our readers will be able to compare with the tenor of the Convention recently concluded at Peking for the conduct of Emigration by British and French subjects, which we have also published *in extenso*. It will be seen that the Macao regulations are equally voluminous and minute; and the only wonder is that with so many apparent safeguards, we should still hear so many statements of gross abuses. But it is obvious that regulations are not self-acting machines. Is it in this case a question of *Quis custodiet ipsos custodes?* The Regulations are as follows:—

REGULATIONS FOR CHINESE EMIGRATION AT MACAO.

No. 39.

The Governor of the Province of Macao, Timor, and Solor determines as follows:

Whereas it is necessary that all practicable measures be taken to the end that, without interfering with the right of Chinese to depart from Macao, those abuses be prevented which might occur in the transportation of such as may embark for foreign countries as Colonists or emigrants, and to unite in one single regulation all the enactments heretofore prevailing in this respect, in order that they may the better come to the knowledge of all,—and the Council of Government having been heard, I deem it right to determine as follows:—

Concerning Brokers.

1. Persons occupying themselves in engaging Chinese for emigration, and who are known by the name of Brokers, shall not be authorized to carry on this traffic without having obtained a license from the Procurador of the Loyal Senate.

2. Brokers shall deposit a security of $200 before obtaining a license, which shall be granted for the period of one year.

3. Whenever any Chinese shall have been engaged to emigrate by Brokers, they shall produce him at the office of the Procurador, where explanation shall be made to the Colonist or emigrant respecting the country to which he is going, the service for which he engages himself, and the conditions thereof, the regulations of the depôt in which he is to be received, and all other circumstances which the Procurador may deem necessary, to the end that the Colonist be thoroughly informed of the obligations he is about to contract.

4. The Procurador shall visit from time to time the houses of the Brokers, and whenever he shall meet with any Chinese who has been imposed upon and is kept there against his will he shall cause him to leave the place, and shall fine the Broker in the amount of $100. In case of repetition of the offence the Broker's license shall be withdrawn.

5. A like penalty to that provided in the foregoing article shall be incurred by every Broker who does not produce before the Procurador any Colonist whom he may have engaged, within twenty-four hours of such engagement, if this has taken place in Macao, or, if it has taken place elsewhere, within twenty-four hours after the Colonist shall have entered the city.

6. Brokers shall be bound to send away from the City all Colonists who are rejected by the Emigration Agents or their representatives, and to pay their passage back to their homes. For every case of infringement of these provisions the Broker shall be mulcted in a fine of $30.

7. Any Broker who shall resort to violence or coercion in order to cause any Chinese he may propose to export as a Colonist to enter his house or the depôts, shall be prosecuted in conformity with the existing laws, in addition to being mulcted in the fine imposed by article IV.

Concerning Emigration Agents and their Depôts.

8. The Emigration Agents, or the persons superintending the embarkation of the Colonists shall notify the Government respecting the locality in which they propose to deposit them, their number, the vessel or vessels in which they are to embark, the contracts made with them, and the place of their destination.

9. A place shall be kept apart in the depôts for Colonists, in which the sick shall be cared for.

10. The Surgeon Major of the Province, alone or accompanied by the practitioners constituting the Board of Health, shall inspect from time to time the localities occupied by the Colonists, and shall carefully inquire whether all the precautions required in the interests of public health are observed; he shall give such instructions as he may deem necessary in this respect both to the Emigration Agents to whom the depôts belong, and to the medical men in charge of the same; and he shall propose to the Government whatever measures he may deem necessary upon so important a subject, bearing in mind that he has to watch over not alone the public health, but also the good treatment and comfort of the Colonists.

11. The medical practitioners appointed by the agents to take care of the Colonists in their depôts and to inspect them, shall be bound to report to the Surgeon Major of the Province the method in which they discharge this service, as well as any circumstance which might endanger the public health, or that of the Colonists, and they shall further comply with all instructions they may receive from the Surgeon Major.

12. The Emigration Agents shall send to the Government a copy of regulations established in their depôts.

13. Contracts entered into between Chinese emigrating to foreign countries and embarking at the Port of Macao and Emigration Agents, shall be registered before the Procurador in the same manner as is provided in respect to all contracts between Chinese, or Chinese and Christians. This registration shall be made in the presence of the parties interested and before two witnesses.

Section 1.—Contracts must be drawn up in Chinese, and in the language of the country to which the colonist are destined.

Section 2.—The Contract must specify the name, sex, age and native place of the Colonist.

Section 3.—No Colonist will be permitted to engage himself unless he has reached the age of eighteen, or is accompanied by his father or mother.

Section 4.—The contract shall set forth the period for which the engagement is to last, as also the amount of wages, food, and clothing that the Colonist is to receive.

14. The Procurador shall, on the occasion of his visits to the depôts of Colonists, ascertain with scrupulous care whether any of them are there against their will or under deception with respect to the destination of the vessel they are to embark upon. In case he shall meet with any individual who has been the subject of violence or fraud, he shall cause him at once to leave the depôt and shall proceed against the Broker who has imposed upon him.

15. A visit of the kind treated of in the preceding article shall always take place on the evening previous to embarkation, which shall not be accomplished without such visit, for which purpose the Agents shall give timely notice to the Procurador.

16. Chinese who have entered into contracts before the Procurador, having been fully informed of the place and service for which they are engaged, shall be under obligation to fulfil the same, or to compensate the Emigration Agents for the expenses to which they have been put, which they will be required to repay in case they repent of their engagement or for any other cause whatever wish not to proceed to their destination. The cost of their maintenance shall be repaid by them at the rate of 100 cash per diem.

17. The provisions of the foregoing article shall not empower the Emigration Agent to keep the Colonists imprisoned in the depôts; they will be authorized in taking measures to obtain the deposit of caution-money, or other guarantees that may appear suitable for securing the expenses they incur, but never in detaining the persons of individuals.

18. Emigration Agents shall be liable to a fine of from $50 to $300 for infringement of any of the preceding rules in so far as they are referred to therein.

CONCERNING THE VESSELS ON WHICH COLONISTS ARE SHIPPED.

19. No vessel shall leave Macao with Chinese Colonists unless she has first been inspected by the Captain of the Port.

20. The Captain of the Port shall ascertain whether the vessel is sea worthy, and carries the requisite crew and equipment, and is sufficiently ventilated for the accommodation of passengers.

21. Every vessel leaving the Port of Macao with more than 20 Chinese passengers shall be subject to the provisions of the preceding articles.

22. No Chinese shall be received (on board) unless he presents a passport, or in default thereof the contract signed by the Procurador as provided in article XIII.

23. No merchant vessel leaving the Port of Macao with Chinese Colonists shall carry more than one passenger for every ton and a half, Portuguese measurement, including the crew of the vessel.

24. The Captain of the Port shall ascertain, before the embarkation of the passengers, that the vessel is supplied with water and provisions sufficient for the voyage, in conformity with Schedule *A* annexed to this enactment. The length of voyage shall be computed according to Schedule *B*.

25. No vessel shall proceed to sea with more than 20 passengers without carrying a doctor and a medicine-chest properly supplied.

26. The Captain of the vessel shall not be allowed to disembark the passengers save at the port for which the Colonists are under engagement to proceed for service, exept in the cases specified in the Commercial Code.

27. The Captain of the Port will make inquiry, after the embarkation of the Colonists, whether any Chinese are on board against their will or subject to deception, and in case of meeting with such he will have them disembarked, reporting to the Government the circumstances of the case for further action as may seem fit. He will also ascertain whether any on board are unprovided with proper contracts signed by the Procurador, and in such case will cause them to be relanded.

28. No vessel shall leave the Port of Macao with Chinese Colonists without having obtained from the Captain of the Port a certificate drawn up according to Form *C*.

29. Any vessel infringing the provisions of this enactment shall be subject to a fine of from $200 to $1,000 according to the circumstances of the case.

30. Consignees of vessels transporting Chinese Colonists from the Port of Macao shall give bonds in the sum of $1,000, to be annulled on presentation of a legal certificate of the arrival of the vessel at her destination, and of her having complied with the provisions of this Decree. This certificate must be presented within 18 months of the date of sailing, under penalty of forfeiture of the caution money.

31. All regulations contrary to this Decree are revoked. The department to which it pertains to take cognizance here and to carry its provisions into effect shall make themselves acquainted with and accomplish the same.

ISIDORO FRANCISCO GUIMARAES.

Macao, *June 5th* 1856.

Schedule A.

Schedule of Provisions to be carried by vessels sailing with Chinese Colonists from the Port of Macao.

For each person per diem.

Rice,	lbs.	1½.
Salt Pork, or ⅔ Pork and ⅓ Fish, or ⅓ Pork, ⅓ Beef and ⅓ Fish,	„	0½.
Salted Vegetables,	„	0½.
Tea,	oz.	0⅙.
Firewood,	„	20.

Water at the rate of 12 *canadas* per week for each person.

Macao, Government Secretariat, *June 5th* 1856.

Schedule B.

Length of Voyage for which Provisions are to be calculated for sailing vessels conveying Chinese Colonists.

(This is the same as in the British "Chinese Passengers Act" of 1855.)

Schedule C.

CAPTAINCY OF THE PORT OF MACAO.

I,——Captain of the Port of Macao hereby certify that the vessel (description, nationality, and name), Captain——, ——tons burden, clears from the Port of Macao for——, carrying——Chinese Passengers, viz:—— Males, ——Females, and——Children, engaged to serve as Colonists, and that all are aware of the place of their destination, and go of their own free will, which I have ascertained by personal inspection, as also that the contracts they carry have been duly registered in the proper department.

I further certify that the vessel is in a sea-worthy condition for the voyage on which she is bound, that she carries a sufficient number of crew, and that she is supplied with provisions and water in conformity with Regulation of the 5th of June 1856, as also that she has on board a physician, with Medicine Chest, and Chinese interpreter, and that the vessel has accommodation for the passengers she carries, and the requisite means of ventilation.

Macao,————18

(Signature of the Captain of the Port.)

Macao, Government Secretariat, *5th June* 1856.

JOSE CARLOS BARROS,
Acting Secretary of Government.

No. 25.

Resolved by the Governor of Macao:

Considering that all persons, both Chinese and Portuguese embarking as passengers from the Port of Macao, should be subject to the same rule with respect to the holding of passports, and considering moreover that many of the losses and accidents that have occurred to vessels laden with Chinese passengers have been the result of the prolonged voyages to which those sailing with the contrary monsoon are exposed, after hearing the Council of Government whose opinion I adopt; I deem it right to determine the following regulations:

1. Chinese Colonists or Emigrants embarking at the Port of Macao after the 31st day of October proximo shall be required to take out their passports in conformity with the law.

1. Captains of vessels carrying Chinese Emigrants shall present the Emigrants with their passports before the Portuguese Consul at the Port of disembarkation.

Section 2.—Emigration Agents shall be responsible for infringement of this article, under the terms of Article 30 of the Regulations.

2. No vessel shall be permitted to sail in the contrary monsoon when carrying more than 30 Chinese passengers. Schedule *B* annexed to the Regulations shall be taken as the rule whereby to determine at what time the monsoon is to be deemed contrary for voyages to the various ports to which Chinese are in the habit of emigrating.

Section.—The provisions of this article shall not apply to vessels propelled by steam.

ISIDORO FRANCISCO GUIMARAES.

Macao, *August 4th* 1857.

No. 10.

Resolved by the Governor of Macao:

It being necessary to take all practicable measures to the end that in the Depôts for Chinese Colonists the provisions of Article 17 of the Regulation of June 5th 1856 be rigorously complied with: I deem it right to determine that the Procurador of the Loyal Senate shall watch over the fulfilment of all that is enacted in that article, and that he shall proceed against persons guilty of infringement thereof as culpable of an offence punishable under Article 330 of the Criminal Code.

ISIDORO FRANCISCO GUIMARAES.

Macao, *March 31st* 1857.

REGULATION FOR THE SHIPMENT OF COLONISTS.

Resolved by the Governor of Macao:

Whereas it is necessary to adopt in the regulations with respect to Chinese emigration from the Port of Macao some of the provisions that have been enacted by the authorities at Canton, to the end that in this Colony there be followed a system as nearly as possible similar to that which the said authorittes have deemed proper for the purpose of securing the liberty and good treatment of the emigrants. Having heard the Council of Government, I have seen fit to determine as follows:

I. The office is created of Superintendent of Chinese emigration, who shall be nominated by the Governor, and who shall be responsible to him for the execution of the regulations and other matters concerning the exportation of Chinese labourers engaged to emigrate to foreign countries.

II. The Superintendent of Chinese emigration shall draw a fixed salary from the Government and shall not receive any emolument depending upon the greater or less number of Chinese colonists embarking at Macao.

III. The Superintendent shall have under his orders an interpreter of Chinese, paid like himself by the Government, and who also shall receive no other fees.

IV. The Superintendent shall be present at the examinations held at the Procurador's office in conformity with the Regulation of June 5th 1856, and shall sign the contracts in the same manner as is done by the Procurador.

V. Both the Superintendent and the Procurador shall keep a register, in which they shall enter the names of all Chinese coming before them to emigrate.

VI. In this Register in addition to the name, shall be entered, the age, native place, employment and condition of the Chinese proposing to emigrate

VII. On Chinese presenting themselves when about to emigrate, there shall be given to them a copy of the contract and they shall be registered in the form laid down in the preceding article; and all explanations shall be made to them with reference to the contract offered to them, but they shall not be allowed to sign until the expiry of at least six days after registration.

VIII. During the time between the registration and the signing of the contract the Chinese registered shall be allowed to return to their homes or villages, or to reside in the depôts, which they shall be allowed to enter and leave whenever they please (during the day) without any right on the part of the Emigration Agent to detain them or to require them to pay for their maintenance, clothing, travelling, expenses, or any other outlay prior to their signing their contract.

IX. If the colonist presents himself on the expiry of the six days specified in article 7, and states that he decidedly wishes to engage himself, the contract shall again be read and explained to him, and he shall then sign it, as well as the Superintendent and the Procurador, with two witnesses.

X. On the contract being signed, there shall be paid to the Colonists the gratuity or advance made to them by the agent, and they shall be sent on board the vessel that is to carry them to their destination.

XI. The amount of gratuity or advance received by the Colonist must be noted in the contract, and delivered to him in presence of the Superintendent.

XII. No Chinese below the age of 25 shall be allowed to sign the contract unless he has obtained the consent of his parents if they are still living.

XIII. After having signed the contract, the Colonist is bound to fulfil the same, or, in case of change of mind, to repay the expenses lawfully incurred by the agent, in conformity with Article 16 of the Regulation of the 5th June 1856.

XIV. The advance paid to the Colonist and clothing given him shall be considered part of the lawful expenses he shall be called upon to pay if he refuses to sail after signing the contract.

XV. The contracts which emigration Agents propose to enter into with Colonists must be previously laid before the Superintendent of Emigration, who will examine them and approve them if they are just and equitable, admitting no conditions that may be injurious to the Colonists.

Section 1.—The contracts shall not be for a longer period than eight years.

Section 2.—Colonists shall not be allowed to renounce the benefit of the legislation in the Countries for which they are engaged.

Section 3.—On the expiry of the period of eight years, Colonists shall be free to dispose of their own services, no debt they may have contracted being allowed to serve as a pretext for prolonging the time of their engagement. Such debts must be recovered by process of law.

Section 4.—Contracts shall be written in Chinese and in the language of the Country to which the Colonists is emigrating.

Section 5.—Foreigners engaging Colonists shall bind themselves to afford them every means for communicating with their families in China, and for remitting to them such monies as they may wish and be able to send.

XVI. Certain days shall be appointed by the Superintendent, in concert with the Procurador, for the appearance of intending emigrants at the latter's office, as also for the signature of the contracts.

XVII. Chinese wishing to emigrate shall present themselves at the Procurador's office to be registered, both by the Procurador and by the Superintendent of emigration, who will note in their respective books the depot to which the Colonist is going until he signs the contract, and, in case he returns to his own home, the name of the Agent with whom he proposes engaging himself. In thus appearing, the Colonists must go unaccompanied by the employés of the depôts and by the brokers.

XVIII. There shall be affixed in the depôts, both on the outside of the doors, and in different parts of the interior, the contracts and regulations of the establishment, both in Chinese and Portuguese.

XIX. The internal regulations of the depôts shall be submitted to the approval of the Superintendent of Emigration.

XX. The depots shall be open from 8 A.M. until 4 P.M. in order that all the relatives and friends of the Colonists who choose to visit them may enter.

XXI. The Superintendent of Emigration shall visit the depots and vessels of the Colonists from time to time, and shall muster the Colonists in order to prevent any from embarking unless they have signed the Contract, as provided in Article 9.

XXII. It shall be the duty of the Superintendent to watch over the execution of the regulations and to obviate any abuses that might occur, and in any case of infringement he shall proceed against the guilty party, accusing him before the Procurador if the delinquent is a Chinese, and notifying the Deputy Procurador of the Crown and Revenue whenever the individual should be dealt with by judicial power, to the end that the functionary in question may take proceedings in conformity with the law.

XXIII. All provisions of the Regulation of June 5, 1856, which are not affected by the present Order shall remain in force.

Section 1.—The prohibition against the sailing of vessels with Colonists in the contrary monsoon remains also in force, as well as the other provisions of the Orders of March 31 and August 4, 1857.

Section 2.—It remains prohibited for Portuguese to go to any part of the Chinese territory in order to engage Emigrants, as well as for Portuguese vessels to transport them to Macao, or from one part of China to another.

XXIV. Persons contravening the provisions of this Order shall be liable to the penalties of articles 328 *et seq.* of the Portuguese Penal Code. The authorities to whom appertains the cognizance and execution thereof shall attend to the fulfilment of the same.

ISIDORO FRANCISCO GUIMARAES.

Macao, *April* 30, 1860.

Supplement to the Regulations of the 30th April, 1860.

Resolved by the Governor of Macao:

I. Every vessel embarking Chinese emigrants at Macao under the regulation of April 30th of the present year, shall be anchored in the Taipa Roads, when her draught of water does not forbid, until she has completed the number of passengers she is to take on board.

II. No vessel shall carry a greater number of Chinese emigrants than one for every two tons burden.

III. On board all vessels receiving Colonists internal regulations approved in the first place by the Superintendent of Emigration shall be observed.

Section. The Superintendent of Emigration shall watch over the observance of such regulations, on the occasion of the visits he is bound to make on board such vessels.

IV. Without prejudice to the entire responsibility devolving on the Emigration Agent, the captains of vessels intended to carry Emigrants shall be responsible for the treatment of the latter on board.

Section 1.—In the case of any offence on the part of an Emigrant urgently necessitating confinement, the captain shall be authorized to inflict the same, the fact being immediately communicated to the Superintendent of Chinese Emigration.

Section 2.—No other punishment may be inflicted without previous report and authorization.

Section 3.—The Superintendent of Chinese Emigration shall inquire whether any of the Emigrants have just ground for complaint concerning the treatment they receive on board.

V. It shall be incumbent on the Emigration Agents to prevent the Colonists' being injured in the purchases they may make at any of the shops established on board; rendering themselves liable to fine if they neglect so to do

VI. In the Emigration establishment there shall not be allowed a greater number of employés than shall be considered strictly indispensable for the service and maintenance of order in the establishment.

Section 1.—The persons in charge of each establishment shall deliver a statement of their employés to the Superintendent of Chinese Emigration, who shall point out the number allowed them, and exclude any person who owing to lack of security or for any antecedent reason may not be acceptable.

Section 2.—In the statement above referred to must be entered the names of any employés who may be on board the vessel without belonging to the crew.

VII No Chinese who shall have twice declared himself unwilling to emigrate shall be allowed to sign the contract, although he may state that he has resolved to do so.

VIII. It shall not be lawful to engage Colonists for a voyage when the north east monsoon is unfavourable during the period extending between the 31st March and the 1st September.

IX. The Government retains the right of closing all the establishments, or any of them, whenever it shall see fit, without being bound to give reasons for so doing.

X. The Government has the right of putting an end to the despatch of Chinese Colonists from the Port of Macao six months after publishing a prohibition to that effect. The authorities to whom appertains, etc., etc.

ISIDORO FRANCISCO GUIMARAES.

Macao, *October 12th*, 1860.

No. 35.

Resolved by the Governor of Macao:

Whereas it is enacted by Order of this Government that in the despatch of Chinese Colonists from Macao vessels be required to be of the capacity of two tons for every passenger, which measure has been adopted in order to assimilate the legislation on this subject to that instituted by the Spanish Government relatively to emigration into the Island of Cuba, after hearing the Council of Government I have seen fit to declare that this provision shall henceforward be understood solely with reference to vessels carrying colonists to the Island of Cuba, the Regulation of June 5th, 1856 which prescribes the capacity of one ton and a half for each passenger remaining in force with respect to all other Ports. The authorities to whom appertains, etc., etc.

ISIDORO FRANCISCO GUIMARAES.

Macao, *September 5th*, 1861.

No. 38.

Resolved by the Governor of Macao:

Chinese Emigration from the Port of Macao having been regulated by the Decrees of this Government of June 5th 1856, March 31st and August 4th 1857, and April 30th and October 12th 1860:

No clause being found in these Decrees which restricts the application of its provisions to emigration to certain specified countries; whence it should be understood that they are all applicable to emigration in general:

And whereas it is certain, nevertheless, that emigration to Havana and Peru alone has been subjected to the regulations adopted, and that all other has been carried on without any control (*fiscalisação*) on the part of the Government:

And whereas it has become indispensable to obviate the abuses which may result therefrom: I see fit to determine as follows:

Art. 1. The observance of the Decrees above recapitulated is enjoined with respect to the Chinese Emigration from Macao for all Countries without distinction.

Art. 2. The Superintendent of Emigration, the Procurador of the Loyal Senate, and the Captain of the Port, will take especial care, each in their own department, for the exact fulfilment of this Resolution Other authorities and persons to whom appertains, &c., &c., &c.

JOSE RODRIGUES C. DO AMARAL,

Governor.

Macao, *November 25th* 1863.

No. 19.

Resolved by the Governor of Macao:

Whereas it is determined by Decree of this Government, No. 100 of the 15th October 1860, that no vessel shall be allowed to carry a greater number of Chinese emigrants in proportion to her tonnage than at the rate of two tons for each person:

And whereas it has subsequently been declared by Decree No. 55 of the 5th September 1861, that this provision shall be understood solely with reference to vessels carrying emigrants to the Island of Cuba, the rule laid down in Decree No. 39 of June 5th 1856, fixing the number of passengers, inclusive of the Crew, at one for every one and a half ton, remaining in force with respect to vessels sailing for other ports: And this distinction, based on the difference in voyages, appearing inexpedient, inasmuch as voyages to countries where Chinese emigration usually proceeds are in all cases of long duration:

And inasmuch as the less reason exists for fixing the number of passengers that a vessel can carry in accordance with her tonnage or total capacity, since it is upon the amount of accommodation she possesses and her condition in respect to health that the number must essentially depend.

And whereas it is expedient to require implicit observance of Article 25 of the said Decree of June 5th 1856, in which it is prescribed that there shall be a doctor and a Medicine chest on board every vessel carrying more than 20 passengers; thus putting a stop to the abuse of substitution Chinese empirics for duly qualified practioners:

For all these reasons, I have seen fit to determine as follows:—

Article I. The greatest number of emigrants that a vessel may carry shall be regulated by the capacity of the accommodation destined for their use, and by the provision existing for the admission of light and of ventilation. In the most favourable case, that is, if the part of the vessel occupied by the emigrants receives air and light through sufficient apertures in the ship's side, and if, in addition thereto, air-funnels are used, the number shall be fixed by the condition that there shall be a space of two cubic metres (about 55 cubic feet) for each individual. If no side-apertures exist, but air-funnels are used, two and half cubic metres shall be allowed. In the absence of air-funnels the vessel shall not be allowed to carry a greater number of emigrants in proportion to her accommodation than at the rate of three cubic metres for each person.

Article 2 Rigorous observance is enjoined of the provision contained in Article 25th of the Decree of June 5th 1856, to the effect that no vessel shall carry more than twenty Emigrants unless she has on board a medical practitioner and a medicine chest.

Article 3. The provisions of this Decree shall take effect from the 1st January, 1865.

The authorities to whom, &c., &c., &c.

JOSE RODRIGUES C. DO AMARAL,

Governor of Macao.

Macao, 13*th August*, 1864.

INTIMATIONS.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2 WYNDHAM STREET, (back of the Club):—

1. THE EVENING MAIL.

EVERY DAY.

Price—$2 per Month.

Terms of Advertising,—First insertion, Ten lines and under $1; each additional line, 10 cents. Subsequent insertions, per Week, 50 cents and 5 cents. ("Auction" Notices are excepted; for which only one charge per week is made.)

2. THE CHINA MAIL.

ONCE-A-WEEK.

(On Thursday Night.)

Price,—$15 per Annum; Single Copies, 44 cents.

Advertising,—First insertion, Five lines, $1; each additional line, 20 cents. Subsequent insertions, 50 cents and 10 cents.

3. THE OVERLAND MAIL.

ONCE-A-FORTNIGHT.

(The Morning of the Mail's despatch.)

Price,—To Subscribers to the Weekly issue, $8; to Non-subscribers $12. Single Copies, 50 cents.

Advertising,—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

Fancy Advertisements inserted if required at slightly increased charges.

A. SHORTREDE & Co.

Hongkong, 1st February, 1863.

NOTICE.

MESSRS A. SHORTREDE & Co. would draw the attention of parties advertising to the facilities offered by the alterations lately made in the management of the Firm for repetitions in Chinese of Notices respecting Shipping and Mercantile affairs generally. These advertisements will at first be inserted in the Supplemental Sheet, and should a sufficient number be sent in will be published on a separate slip.

TERMS FOR ADVERTISING.

For the Current Week.

If translated by Messrs Shortrede & Co. $1 for the first fifty characters, beyond that number one cent per character.

If sent in already translated into Chinese 50 cents for the first fifty characters, beyond that number one cent per character.

☞ Repetitions half-price.

☞ Copperplate Bill Heads and Visiting Cards promptly and neatly executed.

Paper and Envelopes embossed with Crests, Initials, &c.

A. SHORTREDE & Co.

"China Mail" Office,
Hongkong, January 25, 1855.

NOW READY.

EXCHANGE TABLE, showing the value of One Pound sterling in New York, at the different Rates of Sterling Exchange on London, by 1-8ths from 12 to 102 per cent. Computed by Mr John V. Yatman, New York.

Price One Dollar.

"China Mail Office,"
12th May, 1864.

PUBLIC AUCTION.

PUBLIC AUCTION.

In the Estate of Jarvis Thorburn & Co.

Shanghae.

THE Undersigned has received instructions from the Official and Trade Assignees in the above Bankrupt Estate to sell by Public Auction, without reserve within his office No. 7 Fuhchau Road Shanghae, on

MONDAY,

the 30th instant, at 2 o'clock P.M., the following SHARES in the undermentioned Companies, viz:—

THE SHANGHAE CARGO BOAT COMPANY, 1 SHARE No. 5.

THE SHANGHAE GAS COMPANY, LIMITED, 35 SHARES Nos 179/188, 194/199, 318/322, 665/669, 903/912,

THE SHANGHAE BRICK AND SAW MILL COMPANY, 7 (Seven) SHARES Nos 60/65, 73, 74, 136.

THE SHANGHAE RACE COURSE, 1 SHARE No. 7

THE SHANGHAE GENERAL HOSPITAL, 5 SHARES, Nos. 258/262.

THE SHANGHAE RECREATION GROUND 3 SHARES Nos. 117/119.

THE SHANGHAE CLUB, 3 SHIRES Nos. 42, 43, 83.

For further particulars apply to

P. MACLEAN,

Shanghae, April, 3, 1866.

P. & O. S. N. Co.'s NOTICES.

STEAM TO SHANGHAE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "*SINGAPORE*" will leave for the above Places TO-MORROW, the 20th instant, at 4 P.M.

THOS. SUTHERLAND,

Superintendent.

Hongkong, April 19, 1866.

STEAM TO SWATOW, AMOY, AND FUHCHAU.

THE P. & O. S. N. Co.'s Steam-ship "*AZOFF*" will leave for the above Places on SATURDAY the 21st instant, at 5 P.M.

THOS. SUTHERLAND,

Superintendent.

Hongkong, April 19, 1866.

P. & O. S. N. Co's NOTICES.

Steam for

SINGAPORE, PENANG, POINT DE GALLE ADEN, SUEZ, MALTA, MARSEILLES, AND SOUTHAMPTON;

also

BOMBAY, MADRAS, AND CALCUTTA.

THE Peninsular & Oriental Steam Navigation Company's Steam-ship "*SALSETTE*," Captain Parish, with *Her Majesty's Mails, Passengers, Specie*, and *Cargo*, will leave this for the above Places on SUNDAY, *the 29th April*, at 9 A.M.

CARGO will be received on board until 5 P.M. on the 27th Instant SPECIE until Noon on the 28th; and PARCELS until 5 P.M. on the 27th.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shipper to the Company's Agents, with the Bills of Lading or with Parcels, and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

*** *Shippers of Cargo on the Company's* Black *Bill of Lading, are particularly requested to note the Terms and Conditions of these Bills of Lading, with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.*

For particulars regarding Freight and Passage apply at the P. & O. S. N. Co.'s Office, Hongkong

THOS. SUTHERLAND,

Superintendent.

Hongkong, April 17, 1866.

NOTICE.

THE following Packages are still unclaimed and are lying in the P. & O. Co.'s Parcel Room at the risk of the Consignees, who are requested to take immediate delivery.

Captain Jackson, . . . 1 Box Baggage.

From Trieste,—

D. B. 1636/7, . . . 5 Cases Needles.

Hongkong, March 17, 1866.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO SHIPPERS OF TREASURE

TO facilitate the work of Shippers, the Company have arranged to receive any Treasure intended for Shipment in their Steamers at their Offices in the Queen's Road.

Treasure will be received in this manner and day between the hours of 10 A.M. and 4 P.M., up to the day preceding that of the Steamer's departure. Should the hour fixed for leaving be later than Noon, shipments will be received on the day of departure, from 7 to 9 A.M.

Shippers desiring to avail of this arrangement will please send along with their Treasure, Shipping Orders and Receipts carefully filled up with Marks, Description, and Destination, and if the Bills of Lading are delivered at the same time the work will be greatly facilitated.

The company of course except the "risk of boats," &c., as covered by ordinary Marine Insurance.

With reference to the foregoing notice, it is hereby intimated that the Company's Godowns are now ready for the reception of Opium and other Cargo or shipment in the Company's Steamers, under the same condition as stated above.

THOS. SUTHERLAND,

Superintendent.

Hongkong, 1st August, 1864.

NOTICE.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

MR WILLIAM ROBERT DALZIEL, will assume charge of the Company's Business in Hongkong from this date and until further notice.

THOS. SUTHERLAND,

Superintendent.

Hongkong, April 16, 1866.

NOTICE.

NOTICE is hereby given that the Company's Rate of Freight on TREASURE to and from all the Coast Ports is now reduced to a uniform rate of one quarter per cent.

THOS. SUTHERLAND,

Superintendent.

Hongkong, March 22, 1866.

MESSAGERIES IMPERIALES.

COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

PAQUEBOTS POSTE-FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ALEXANDRIA, MESSINA MARSEILLES.

Also,

BOMBAY, PONDICHERY, MADRAS CALCUTTA.

ON WEDNESDAY, the 25*th April*, at 2 P.M., the Company's Steam-ship "*IMPERATRICE*," Commandant, Magaire, H.I.M.N., with H.B.M.'s Mails, Passengers, Specie, and Cargo, will leave this Port for the above places, corresponding.

At Galle, with one of "British India Steam Navigation" Company's Steamer for Bombay.

At Aden, with the Company's Mail Steamers for Seychelles, Reunion, and Mauritius.

At Messina, with the Company's Mail Steamer or all the Italian Ports.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

The Company has authority to grant Insurance on all Cargo conveyed by its Vessels, at a premium of 1¼ per cent upon Merchandize, and 1 per cent on Treasure, from Hongkong to Lyons, Paris, London, and Holland, and proportionally for places this side of Suez.

Cargo will be received on board until 4 o'clock of the 23rd April, Specie and Parcels until 5 o'clock of the 24th.

A Written Declaration of the Contents and Value of the Packages destined beyond Suez is required by the Egyptian Government, and must be furnished by the Shippers to the Agents with the Bills of Lading; and the Company will not be responsible for any consequence or prejudice which may ensue from an incorrect declaration.

For particulars respecting Freight and Passage apply at the Company's Office, Queen's Road.

A. CONIL,

Agent.

Hongkong, April 3, 1866.

NOTICE.

THE following Cases are still unclaimed and are lying in the "Messageries Imperiales" Parcel Room, at the risk and Expense of the Consignees, who are requested to take immediate delivery:—

From Marseilles.—

L. B. (in diamond), . .	1	Case Books.
J. L. & Co., No. 11. .	1	do. Glassware
Puscole Pustovethy, .	1	do. Preserves
M. L. G. 1, . . .	1	do. do.

From Bombay.—

N/M, ...	5	" "

A. CONIL,

Agent.

Hongkong, April 18, 1866.

INSURANCES.

CHINA TRADERS' INSURANCE COMPANY LIMITED.

CAPITAL $1,000,000.

In 200 Shares of $5,000 each.

Managing Committee.

William Neilson, Esq., (Messrs Olyphant & Co)
John W. McLellan, Esq., (Manager, Commercial Bank Corporation of India and the East.)
Richard Deacon, Esq., (Messrs John Burd & Co)

General Agents.

Messrs Augustine Heard & Co.

THE Head Office of the Conpany is at Victoria, Hongkong, and Agencies have been opened at the following Ports, where Policies for Marine Risks will be issued upon the usual Terms.

At Canton, Messrs Augustine Heard & Co.
At Fuhchau, Messrs Augustine Heard & Co.
At Shanghae, Messrs Augustine Heard & Co.
At Hankow, H. G. Bridges, Esq., at Messrs Augustine Heard and Co.
At Kiukiang, John Pastorius, Esq., at Messrs Augustine Heard and Co.
At Swatow, Messrs Bradley and Co.
At Tientsin, Messrs Fergusson & Co.
At Bangkok, F. Blake, Esq., at Messrs Augustine Heard and Co.
At Saigon, Messrs W. G. Hale & Co.
At Singapore and Penang, Messrs Boustead & Co.
At Manila, Messrs Russell and Sturgis.
At Yokohama, A. O. Gay, Esq., at Messrs Augustine Heard & Co.
At Rangoon, Akyab and Bassein, Messrs Nie-buhr & Co.

Agencies at other Ports of China and Japan and also in India, Europe, and America, will be shortly established.

Payment for losses will be made wherever an Agency of the Company exists, in one Month after proof of loss.

In addition to the usual Brokerage of 10 (Ten) per cent., a further return of five per cent upon Premia paid will be made to all Insurers with the Company.

AUGUSTINE HEARD & Co

General Agents.

Hongkong, November 10, 1865.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137 Leadenhall Street, London.

JAMES HARTLEY & Co., *Managers.*

Established 1843.

THE undersigned is authorised to accept Risk on behalf of this Office, by First-class Steamers

THOS. SUTHERLAND,

Agent.

Hongkong, 17th March, 1862.

LONDON ASSURANCE CORPORATION.

(Established by Charter 1720,)

THE undersigned, Agents *at Hongkong* for the above Corporation, are prepared to grant POLICIES against *FIRE*, to the extent of £10,000 on any Building, or on Merchandize in the same

DENT & Co.,

Agents.

Hongkong, 12th April, 1855.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

Established 1809,

CAPITAL £3,000,000.

ACCUMULATED FUNDS £2,233,927.

ANNUAL REVENUE £497,263.

THE Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.

GILMAN & Co.

Hongkong, June 21, 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given, that Mr CHARLES MAKINTOSH has been appointed Agent to this Company in Hongkong, and will take charge of the affairs of the Company on and after the First of February, 1866.

Messrs Gilman & Co. will cease to act as Agents, for the Company on the 31st January.

The Company's offices are temporarily at Messrs Gilman & Co.'s, but will shortly be Removed, to their own Premises, in D'Aguilar Street, next door to Mr Douglas Lapraik's.

By Order of the Court of Directors,

JOHN S. MACKINTOSH,

Secretary.

Shanghae, January 16, 1866.

Consulting Committee in Hongkong.

H. B. Gibb, Esq., (Messrs Gibb, Livingston & Co.)
William Lemann, Esq., (Messrs Gilman & Co.)
Francis Parry, Esq., (Messrs Birley & Co.)

中國北方保險公司

啟者本土麥堅多時業經奉委為本公司之代辦人在香港地方自一千八百六十六年二月一號起以後所有本公司之事宜皆其辦理 本土機利文公司自正月三十一號止不復辦理本公司之事 本公司之辦事房於英三月一號已遷往自己之行在德記拉街本土德忌利士隔壁 上海一千八百六十六年正月十六日奉統理人命麥堅多士啟 在香港委托商議八係機文利公司之本土央利文刼公司之本土刼及孖厘之公司佛蘭西士巴厘

NOTICES OF FIRMS.

NOTICE.

THE BUSINESS, STOCK IN TRADE, PLANT, &c., of Messrs A. Shortrede & Co. as well as the Proprietorship of their several publications has been disposed of to Mr Edward Andrews: and the Undersigned hereby gives notice that the Interest and Responsibility of the late James Kemp, in the Firm ceased on the 31st December last. All Persons indebted to the Firm on 31st December last, are requested to pay the amount of their accounts, to the present Proprietor without delay.

G. FALCONER,

Executor of the late James Kemp.

Hongkong, April 14, 1866.

WE Reference to the above announcement our business will be conducted under the Style or Firm of A. SHORTREDE as heretofore.

Mr N. B. Dennys, will continue the Editorial and general management of our business and sign our Firm per procuration.

A. SHORTREDE & Co.

Hongkong, April 14, 1866.

NOTICE.

PROBATE of the last Will and Testament of James Kemp, late of Hongkong Deceased, having been granted to the Undersigned, all Persons having CLAIMS against the Estate of said Deceased, are requested to send in the same to the Undersigned, on or before the 30th day of June next, otherwise they will not be received. And all persons INDEBTED to the said Estate are hereby requested to pay the amount of their Debts to the Undersigned, without delay.

G. FALCONER,

Executor.

Hongkong, December 20, 1865.

NOTICE.

THE Interest and Responsibility of the Undersigned in the WATCHMAKING, and JEWELLERY Business, ceased on the 1st January, 1865, from which date all DEBTS; will be collected and all Claims paid by Mr George B. Falconer who has taken over the Business from that date.

DOUGLAS LAPRAIK.

Hongkong, April 2, 1866.

WITH Reference to the above Advertisement, the Undersigned begs to notify that the Business will be carried on by him from this date, under the Firm and Style of G. Falconer & Co.

G. FALCONER.

Hongkong, April 2, 1866.

NOTICE.

WE have authorised Mr F. Sornsen to sign our Firm per procuration.

BEHRE & Co

Saigon, March 1, 1866.

NOTICE.

WE have this day established a Branch of our Firm at Yokohama, Japan.

PHILLIPS, MOORE & Co.

Hongkong, April 13, 1866.

NOTICE.

MR EDWARD WALLACE, is authorized to sign our Firm in Yokohama per procuration.

PHILLIPS, MOORE & Co.

Hongkong, April 13, 1866.

NOTICE.

THE Business of the Undersigned, as Public Tea Inspector and Commission Agent at this Port, will from this date be carried on under the style of Kinnear & Co.

W. B. KINNEAR.

Foochow, January 1, 1866.

NOTICE.

THE Interest and Responsibility of Mr THOMAS S. ODELL, in our Firm, ceased on the 31st December, 1865 and Mr ERNEST DEACON has this day been admitted a Partner.

DEACON & Co.

Canton, January 1, 1866.

NOTICE.

MR G. VON BÜLTZINGSLÖWEN is authorised to sign our Firm per procuration, from this date.

Wm. MATHIEU & Co.

Batavia, 26th December, 1865.

NOTICE.

MR GUSTAVE PILLIET is authorized to sign our Firm per procuration from this date.

ED. RENARD & Co.

Saigon, 1st June, 1865.

NOTICE

THE Interest and Responsibility in our Firm of Mr ROBERT RICHARD WESTALL and Mr RANDAL HUMPSTON CHAMBERS ceased on 31st Ultimo, and Mr WILLIAM HARGREAVES is this day admitted a Partner.

Our Partners in China now are Mr WILLIAM HARGREAVES, Mr ROBERT BRAND and Mr JUSTUS WILLIAM HENRY ESCHERICH

SMITH, KENNEDY & Co.

Hongkong, January 1, 1866.

NOTICE.

THE Interest and Responsibility of Mr Eldred Halton in our Firm ceased on the 30th June last, and Mr James Pender Duckanson was admitted a Partner on the 1st July.

GIBB, LIVINGSTON & Co.

Hongkong, January 11, 1866.

MISCELLANEOUS.

BENZINE COLLAS.

THIS Preparation is of the greatest use in dissolving out all Greasy Stains from Silks, Cloths, and Wearing Apparel of every description, as also from Furniture, Carpets, &c. However delicate the Fabric, this Liquid will not damage it; and being perfectly neutral, it may be used for removing Grease Stains from Valuable Papers and Drawings. For cleaning Gloves it stands unrivalled. Price 1s. 6d.

Wholesale Agent J. Sanger and Son; 150 Oxford St, London, and all Chemists and Druggists. Observe he name, Collas. All others are counterfeits.

CONFECTIONERY

OF EVERY DESCRIPTION, INCLUDING MEDICATED LOZENGES, REFINED LIQUORICE, JUJUBES, JAMS, JELLIES, MARMALADE, &c.,

MANUFACTURED BY STEAM POWER BY

J. CHILLINGWORTH & Co.,

(J. C. formerly Senior Partner of the Firm of Smith & Co., Fell Street, London, and of the Firm of Chillingworth, Smith & Co., Messina.)

116 & 117, HOLBORN HILL, LONDON, E.C.,

Successors to G. Moore & Co.,

MANUFACTURING AND EXPORT CONFECTIONERS,

IMPORTERS AND EXPORTERS OF FOREIGN WINES AND SPIRITS.

Established 1750.

London Bankers—Messrs Robarts & Co.

INDENTS and Consignments received and promptly and carefully attended to. C. & Co. possess a most extensive knowledge of all the Home Markets, enabling them to dispose of all produce and consignments to the best advantage.

Proceeds can be promptly remitted by draft or goods.

Orders made payable by London Houses or by consignments.

May, 1865.

MISCELLANEOUS.

HATS, CAPS, AND HELMETS.

Every description manufactured at the Works of

J. ELLWOOD & SONS,

Great Charlotte Street, S. London,

Patentees of the Celebrated Air Chamber Hat.

Prize Medallists, International Exhibitions, London 1862, Dublin 1865.

Contractors for Helmets to the London Police Force.

Army Helmets & Caps with latest improvements.

J. ELLWOOD & SONS' Goods are kept by all respectable Traders and Storekeepers.

Caution.—No Air-Chamber Hats or Helmets are genuine, unless they bear on the lining "Ellwood & Sons'" name.

*** Orders through Mercantile Houses carefully shipped.

JOYCE'S AMMUNITON.

(*Established* 1820.)

THE following articles of the best quality, for Sporting and Military purposes, may be had of all Gunmakers and Dealers in Gunpowder TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

CHEMICALLY-PREPARED CLOTH FELT, AND PAPER WADDINGS.

Cartridge Cases for Breech-loading Guns and Wire Cartridges for Killing Game at Long Distances.

FREDERICK JOYCE & Co.,

PATENTEES AND MANUFACTURERS,

57 UPPER THAMES STREET, LONDON E.C.

Contractors to Her Majesty's War Department.

Wholesale only.

AMMUNITION.

Eley's Ammunition

of every description

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns. Wire Cartridges for killing Game, &c., at long distances, Breech-loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges, for "Lefaucheux" Revolvers of 7, 9, and 12 millimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's, Deane's, Tranter's, Adams's, and other Revolvers.

BALL CARTRIDGES

for Enfield Rifles, also for Westley Richard's, Terry's, Wilson's, Mont Storm's, Green's, and other Breech-loaders.

Bullets of uniform weight, made by compression from soft Refined Lead. Mechanically fitting projectiles for Rigby's and Henry's Rifles.

Eley Brothers, Gray's-Inn-Road, London, W.C.

Wholesale only.

COUGHS, ASTHMA, AND INCIPIENT CONSUMPTION ARE EFFECTUALLY CURED BY KEATING'S COUGH LOZENGES.

FOR half a Century this well-known remedy for Pulmonary Disorders has successfully stood the test of public approval, and their usefulness has been extended to every clime and country of the civilized world. They may be found alike on the gold fields of Australia, the back-woods of America, in every important place in the East or West Indies, and the Palace of Pekin. During this long period they have withstood the pretensions of numerous inferior rivals, and are now the acknowledged antidote of Coughs, Colds, Asthma, &c.

Sold in Bottles and Tins of various sizes Thomas Keating, Chemist, &c., 79, St. Paul's Churchyard, London.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box, without which none are genuine.

CORRUGATED GALVANIZED IRON SHEETS

(BEST QUALITY ONLY).

F. BRABY & Co., LIMITED,

Manufacturers and Merchants.

Roofs supplied with or without Framework.

BRABY'S ITALIAN ROOFING ZINC,

Perforated Zinc, Sheet Zinc,

IRON TANKS,

Wire Netting, Buckets, and all other Galvanized Goods.

Illustrated Price Lists free on Application,

FREDERICK BRABY & Co., LIMITED,

Fitzroy Works,

EUSTON ROAD, LONDON.

PICKLES, SAUCES, JAMS, &c.,

(Free from Adulteration.)

Manufactured by

CROSSE & BLACKWELL,

Purveyors to the Queen,

Soho Square, London.

CROSSE & BLACKWELL'S Renowned First class Manufactures are obtainable from every Respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. & B. are AGENTS for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are manufacturers of every description of Oilman's Stores of the highest quality.

INDIGESTION & STOMACHIC WEAKNESS PEPSINE.

THIS Invaluable Medicine for weak and impaired digestion, may be had in the form of Powder, Wine and Lozenge. The Powder is Pure, the Wine Unalterable, and the Lozenge a New, Agreeable, and convenient manner of taking the medicine.

PEPSINE GLOBULES IN BOTTLES.

Manufactured by

T. MORSON AND SON,

31, 33, and 124, Southampton Row, Russell Square, London.

And may be obtained of all respectable Chemists and Storekeepers.

GELATINE (MORSON'S PATENT,)

MORSON'S KRŒSOTE,

And every description of Chemicals, and all New Preparations carefully packed for shipment.

*** See their Name and Trade Mark on all Preparations.

Orders to be made payable in London.

MISCELLANEOUS.

TEETH WITHOUT PAIN.

OSTEO EIDON.

Patent, 1st March, 1862.

MESSRS GABRIEL'S

Invention for Supplying

ARTIFICIAL MINERAL TEETH, WITH SOFT FLEXIBLE GUMS,

Entirely dispensing with the use of Springs, Wires, or Metallic Fastenings, and especially adapted for those of long residence in Warm Climates.

MESS GABRIEL THE OLD ESTABLISHED DENTISTS

(Diploma 1815).

27, Harley Street Cavendish Square, and 4 doors from the Railway Bridge, Ludgate Hill, London;

Liverpool: 134, Duke Street.

Birmingham: 65, New Street.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth so as to enable Messrs G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE for restoring and preserving the Teeth. 10s. 6d., and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s., and 10s. 6d. per packet; and the Gutta Percha, 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth which explains the numerous advantages obtainable by their patented method, may be had of their Agents or will be furnished direct on receipt of Twelv Stamps.

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Pronounced by Connoisseurs to be the only good Sauce and applicable to every variety of Dish.

Extract of a Letter from a Medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

CAUTION.

LEA AND PERRINS

Beg to caution the Public against spurious imitation of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

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All Goods Warranted.

Eleven Prize Medals have been awarded these goods.

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Is the great Remedy for Acidity of Stomach, Headache, Heartburn Indigestion, Sour Eructation and Bilious Affections.

It is the Physician's Cure of GOUT,

Rheumatic Gout, Gravel, and other complaints of the Bladder, and in the cases of Fever and Feverish Irritability of Skin

It produces grateful cooling effects. As a safe and gentle Medicine for Infants, Children, Delicate Females, and for the sickness of Pregnancy, DINNEFORD'S MAGNESIA is indispensable, and when taken with the Acidulated Lemon Syrup forms

A Delightful Effervescing Saline and Aperient.

Prepared by DINNEFORD & Co., Chemists,—London,

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INSTRUCTIONS GIVEN ON ANY INSTRUMENT,

BY C. WAGNER, 22 *Hollywood Road.*

Hongkong December 4, 1862.

Shipping in China Waters.

HONGKONG.

C., on Pedder's Wharf.—*WC.*, from Pedder's Wharf to Gibb's Wharf.—*W.*, Westward of Gibb's Wharf.—*EC.*, from Pedder's Wharf to the Military Hospital.—*E.*, Eastward of the Hospital.—*K.*, on Kowloong side.

Ship's Name and Where Anchored		Captain	Flag & Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Intended Despatch
Alert	W	Abbot	B. sr.	185	Apr. 14	John Burd and Co		
Amazon	W	Bellstedt	Bre. bg	219	Apr. 1	Wm. Pustau and Co		
A. De Mackan	W	Devaureix	Fr. bk.	257	Apr. 16	Wm. Pustau and C5		
Amy Douglas	W	Beinroth	Si. bk.	333	Mar. 19	Chinese	Bangkok	
Anam	W	Rivet	Fr. sr.	212	Apr. 11	Order		
Animosa	E	Ulescas	Sp.str.	200	Apr. 13	Spanish Consul		
Ann Holzberg	E	McGuire	B. bk.	741	Apr. 17	Holliday, Wise and Co		
Ann Lucy	W	Wade	B. bk.	270	Apr. 3	B. Hubener and Co		
Ariel	W	Keay	B. sh.	852	Mar. 19	Gibb, Livingston & Co	Fuhchau	20th
Armenian	K	Harris	B. str.	758	Oct. 29	Gibb, Livingstonand Co		
Asia	W	Walsh	B. bk.	548	Apr. 7	J. S. Hook	Singapore	
Asia	W	Timosey	It. sh.	819	Apr. 15	Order		
Aurora	E	Lindscott	It. sh.	600	Apr. 1	Order	Macao	
Bangkok	WC	Chappot	Fr. bk.	399	Mar. 17	Russell and Co	Saigon	Immedt.
Belted Will	W	Locke	B. sh.	812	Mar. 29	Smith, Kennedy and Co	L.don via	W.poa
Burlington	W	Hydes	B. bk.	485	Apr. 14	Chinese		
Canton	W	Asmussen	Pr bk.	380	Apr. 3	B. Hubener and Co		
Capsingmoon	E	Luders	B. bk.	466	Apr. 9	S. F. Burrows and sons		
Catalonia		Baello	Sp.str.	1040	Apr. 19	Landstien and Co	Coolies	
Carl Ritter	W	Niessbaum	Hm.bg	258	Apr. 17	B., Hubener and Co		
Charlotte	WC	Vincendau	Fr.bk.	338	Apr. 17	Siemssen and Co		
Chase	W	Hamilton	B. bk.	284	Apr. 16	Birley and Co		
Circe	EC	Calve	Sp.str.	700	Mar. 28	Spanish Consul	Sual	Immedt.
Cœsar		James	B. bk.	306	Apr. 18	Sherrard and Co		
Conchita	W	Deanduera	Sp. bk.	232	Apr. 9	Reynolds and Co		
Corea	C	Wilson	B. bk	428	Nor. 20	Dent and Co		
D. T. Visser	WC	Van der Linden	Du.bk.	305	Apr. 1	B., Hubener and Co		
Daimant	W	Kruse	Hm.bk	182	Mar. 10	Chinese		
Deerfoot	W	Carlin	B. bk.	499	Apr. 11	J., Matheson and Co		
Duc	WC	Arrevoire	Fr.bk.	196	Apr. 25	Landstein and Co		
Elizabeth	W	Owen	B. bk.	505	Apr. 11	Order		
Ellen	C	Williams	Am.sh	631	Mar. 1	Parker and Co		
Enterprise	W	Sumflett	Si. bk	488	Apr. 16	Siemssen and Co		
Eugene Adele	W	Giraud	Fr. sh.	853	Apr. 14	A. Heard and Co		
Exonian	W	Mann	B. bk.	360	Apr. 14	A. Scott and Co		
Far East	EC	Jones	B. str.	1062	Apr. 5	Dent and Co		
Fe-loong	WC	Poppin	B. str	286	Apr. 18	Douglas Lapraik	Swatow, &c.	
Fray Bentos	E	Castoniola	It. sh.	465	Mar. 16	Smith, Kennedy and Co	Callao	Coolies
Garland	E	Sohst	Hm.sh	539	Apr. 14	Russell and Co	S. Francisco	
G. van der Beck	W	Waleg	Du. sh	1240	Feb. 25	Siemssen and Co		
Granada	W	Cates	B. str.	700	Apr. 9	P. and O. S. N. Co		
Gravina	W	Poente	Sp.bg.	246	Apr. 12	Reynolds and Co		
Grossvater	W	Conrad	Bre.bk	391	Apr. 10	E. Schllhass and Co		
Guillaume	WC	Ketelsen	Bel.bg.	294	Apr. 16	B., Hubener and Co		
Gustav	WC	Kier	Pr. bg.	240	Mar. 30	Siemssen and Co		
Hadassah	WC	Dickson	B. bk.	527	Apr. 1	J. Matheson and Co	Manila	Early
Hector	WC	Von Harten	Bre.rr.	190	Apr. 7	Wm. Pustau and Co		
Helvetia	W	Labmeyer	Old bk	475	Jan. 26	Wm. Pustau and Co	*Laid up*	
Hongkong	E	Sorbe	Fr.bk.	460	Feb. 27	James Funfgeld and Co		
Hort. Dusautoy	E	Prevel	Fr. sh.	584	Mar. 12	Jar., Matheson & Co	Saigon	
Hydaspes	W	Burke	B. bk	595	Apr. 11	Holliday Wise & Co		Immedt.
Ignacio	WC	Ageo	Sp.bg.	177	Apr. 8	Reynolds and Co		
Imperatrice	WC	Macuire	Fr. str	1551	Apr. 17	Messageries Imperiales	Mails	
Indore	WC	Guine	B. str.	676	Apr. 6	F. B. Cama and Co	Bombay	
Ingeburg	W	Peterson	Pr. sr.	207	Apr. 11	B., Hubener and Co		
Isis	W	Scnultz	Pr.bg.	206	Apr. 17	John Burd and Co		
Johanna		Christiansen	Da.bg.	175	Apr. 18	E. Scheilhass and Co		
Johanna	W	Nordenholt	Bre.bg	208	Apr. 12	Siemssen and Co		
John Milton	C	Pironet	B. sh.	618	Apr. 3	G., Livingston and Co		
Kwang Foong	E	Taylor	B. bk.	287	Mar. 24	B., Hubener and Co		
Lancefield	E	Johnston	B. str.	447	Jan. 24	Russell and Co	Refitting	
Lark	W	Sheils	B bk.	447	Mar. 21	Borneo Company		
Laura	W	Gerritz	Hm.bk	365	Apr. 11	Wm. Pustau and Co		
L. Bauer	C	Lucovich	Aus.bk	455	Apr. 2	E. and J. Meyer		
Lima	W	Meinhard	It. bk.	256	Mar. 28	Smith Kennedy and Co	Heaving out	
Luchow	W	Ulrich	Hm.bg	232	Mar. 28	Wm. Pustau and Co		
Madeira	E	Polack	Hm.bg	480	Apr. 8	Bosman and Co		
Maria	W	Laurcnsen	Pr. bk.	304	Apr. 7	B. Hubener and Co		
Maria Wilhelmina	K	Niemann	Hm.bg	270	Apr. 24	Wm. Pustau andCo	*Laid up*	
Mary Jane	C		B. sr.	155	Mar. 26	D. Lapraik		
Medoc	W	Roux	Fr.bk.	584	Mar. 29	Landstein and Co		
Mercurio	C	Matulich	Aus.bk	469	Apr. 7	E. and J. Meyer	Manila	
Minerva		Diaz	Sp.bk.	263	Apr. 18	Reynolds and Co		
Oithona	E	Holmes	B. sh.	851	Mar. 24	Dent and Co	Manila	
Orion	WC	Matfeldt	Hm.bk	360	Apr. 11	Bourjau, Hubener & Co		
Pantalon	WC	Geyt	Du.bk.	343	Apr. 2	Raynal and Co	Singapore & Penang	
Patino	EC	DeCastro	Sp.str.	1200	Mar. 6	Spanish Consul		
Patriot	K	Stegman	Bre.bg	238	Apr. 14	Wm. Pustau and Co		
Pleiades	E	Motley	B. sh.	754	Mar. 30	Rozario and Co	Melbourne	
Q. of England	W	Crook	Si. sh.	542	Apr. 2	Chinese		
Rona	W	Morrison	B. str.	784	Apr. 15	J., Matheson and Co		
Rantipole	WC	Stiles	B. sr.	183	Apr. 10	Wm. Pustau and Co		
Robert Lowe	C	Frost	B. str.	1497	Apr. 17	Order		
Rudolf		Oelrichs	Bre.sr.	227	Apr. 18	E. Schelhass and Co		
Salsette	WC	Parish	B. str.	596	Apr. 10	P. & O. S. N. Co	Mail	April 29
Sidon	W	Rieper	Hm.bg	245	Nov. 28	Order	*Laid up*	
Silas Greenman	W	Webber	St. sh.	733	Mar. 20	Russell and Co	S. Francisco	
Simoom	W	Chivaliar	B. bk.	466	Apr. 1	A. Scott and Co	Liverpool	Early
Singapore	WC	Wilkinson	B. str.	1100	Apr. 12	P. and O. S. N. Co	Shanghae	Mails
Solent	W	Paige	B. sh	732	Apr. 16	Gibb, Livingston & Co		
Sophie Amalia	WC	Overklift	Du.bk.	319	Apr. 10	Bour., Hubener and Co		
Telegraph	W	Christiansen	Si. bk	302	Apr. 9	Chinese		
Teresa	W	Bollo	It. sh	1094	Mar. 26	J. J. Dos Remedios		
Therese Augusta	W	Preller	Pr.bk.	163	Apr. 17	Siemssan and Co		
Turandot	W	Meinert	Hm.bk	420	Apr. 9	Wm. Pustau and Co		
Vampyr	E	Noelke	Pr. sr.	290	Apr. 11	Wm. Pustau and Co		
Vis. Canning	W	Shannon	Si. str.	550	Apr. 7	Chinese		
Volunteer	E	Whitton	B. bk.	418	Apr. 16	R. S. Walker and Co		
Wes eren Chief	E	Hill	Br. sh.	760	Apr. 2	Jar., Matheson and Co		
White Adder	W	Moore	B. sh.	915	Apr. 6	Gilman and Co		
Wil. Cundall	WC	Semple	B. bg.	267	Apr. 7	Siemssen and Co		
Windward	WC	Barrett	Am.sh.	782	Mar. 2	Aug. Heard and Co	S. Francisco	
Ylocano	WC	Barredo	Sp. bg.	240	Apr. 10	Reynolds and Co		
Zephyr	E		B. bk.	291	July 2	McEwen and Co	*Repairing*	

WHAMPOA.

Ship's Name	Captain	Flag & Rig	Tons	Date of Arrival	Consignees or Agent	Destination	Intended Despatch
Caroline	Van Appen	Pr. bg.	180	5	Bourjau, Hubener & Co	Tientsin	
Corriemulzie	White	B. sh	606	Sept. 2	Captain	*Repairing*	G. dock
Falcon	Sullivan	B. bk	362		D. Lapraik and Co	Hongkong	
Ganlois	Lavignac	Fr. sh.	500	Mar. 2	Reynvaan Brothers & Co	Havana	Coolies
Gloriosa	Jepsen	Pr. bg.	306		Bourjau, Hubener & Co		
Granville	Sureand	Fr. bk.	400		Solario and Co	Havana	Coolies
Kung-Mou	Westcott	B. sr.	186		Bourjau, Hubener & Co	H K. & W. dock	
Nile	Johnston	B. bk.	635	Jan. 25	Oxford and Co	*Laid up*	
Pekin		B. str.	423	Oct. 16	P. and O. S. N. Co	*Laid up*	
Rodrigo	Gorodo	Sp. bg	250		Reynolds and Co		
Sooloo	Hutchinson	Am.sh	964		Captain		
Tientsin	Bradenbrug	B. sr	195	Sept. 18	Adam Scottand Co	*For Sale*	*Laid up*
Timavo	Sandrinelli	Aus.bg	244		E. and J. Meyer	Tientsin	
Triton	Horn	Bre. bg	238		E. Schellhass and Co		
Vortigern	Hedstrom	B. sh.	910	Mar. 22	G., Livingston and Co	Union Dock	*Repg.*
Wartburg	Germir	Bre.bk	308		E. Schelhass and Co		

MACAO.

Ship's Name	Captain	Flag & Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Intended Despatch
C. Cavour	Landabjo	It. sh	1400	Apr. 2	Canevaro and Co	Callao	
Christina	Jensen	Pr. sr.	180		Oxford and Co		
Columbo	Stephano	It. sh.	705	Dec. 19	Jardine, Matheson & Co		
David	Barbeton	Fr. sh.	727		Order		
Dolores Ugarte	Olano	Pre.sh.	1200	Dec. 9	I. F. de C. and Co		
Juliao	Souza	Pr. sh.	834	Jan. 22	F. Otheneim		
Oriental	Villarocel	F. bk.	275	Mar. 14	F. A. da Silva		
R. Prato Longo	Profumo	It. bk.	890	Mar. 19	P. Aramburo		
Tremelga	Landor	Po. bk.	371	Jan. 21	L. Marquez	Coolies.	

AMOY.

Ship's Name	Captain	Flag & Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Intended Despatch
Active	Fessen	Pr.bk.	148	Mar. 4	Pasedag and Co		
Britain's Pride	Hudson	B. sr.	150	Feb. 20	Boyer and Co		
Cuba	Hamann	Hm.bk	300	Feb. 2	Kielmann and Alisch		
Java	Andersson	Da.bk.	340	Feb 24	Pasedag and Co		
Maria Rozario	Ansoleaga	Sp bg	254	Feb 17	Brown and Co		
Nueva Constanta	Butron	Espbk	203	Feb. 18	Ala owen		
Pfeil		Bre.sr.	149	Feb. 3	Pasedag and Co		
Shootcraca	Harn	Du. sh.	749	Mar. 5	Order		
Smyrna	Delarge	B. bk.	381	Feb. 24	Order		
Therese Auguste	Preller	Da. sr	162	Mar. 2	Pasedag and Co		
Victoria	Hutchinson	Am.bk	450	Feb. 9	Order		
Willy	Rohket	Bre.sr	270	Feb. 5	Pasedag and Co		

FUHCHAU.

Ship's Name	Captain	Flag & Rig	Tons.	Date of Arrival	Consignees or Agents	Destination	Intended Despatch
Adeleva	Ahbricksen	Pr. sr.	135	Feb. 24	Order		
Burdwan	Douglas	B. sh.	803	Apr. 1	Dent and Co		
Eunice Nicholas	Barry	B. sh.	1069	Apr. 5	Dow and Co		
Eurydice	Gibb	B. bk.	431	Nov. 27	Smith, Kennnedy & Co		
George Canning	Harris	B. bk.	350	Mar. 22	Order		
Gleam	Cameron	B. bk.	292	Mar. 23	Smith Kenedy and Co		
Menerva	Fox	B. sh	829	Feb. 26	Order		

SHANGHAE.

Ship's Name	Captain	Flag & Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Intended Despatch
Anne Porter	Rock	B. bg.	234	Mar. 26	Clausen Droege and Co	Newchwang	Immedt.
Betty Pearl Back	Blome	Hm.bk	364	Apr. 5	B., Hubener and Co		
Bolina	Russell	B. bk.	433	Aug. 25			
Buena Vista	Ayres	Am.sh.	547	Mar. 22	Russell and Co		
Cinderalla	Williams	B. sh.	877	Apr. 6	Frazar and Co		
Coulnakyle	Morrison	B. sh.	578	Mar. 19	Order		
Coromandel	Smith	B. sh.	735	Mar. 15	Master		
Drusus	Hansford	B. bk.	398	Mar. 4	Aug Heard and Co		
Duck	Lorenzo	B. sr	145	July 21	P. F. Cama and Co	Laid up	
Fair Leader	Pearse	B. bk	474	Mar. 23	J., Matheson and Co		
Finzel	Hicks	B. bk.	487	Mar. 5	Dow and Co	*F. or Charter*	
Flying Spur		B. sh.		Mar. 23	Oxford and Co	Nagasaki	Immedt.
Isabella	Capper	B. sh.	1050	Apr. 1	Russell and Co		
Janet Mitchell	Buliman	B. sh.	711	Feb. 23	A. Habibbhoy		
Kalhamba	Gordon	B bk.	319	Apr. 3	Frazar and Co		
Lightfoot	Risk	B. bk.	472	Apr. 3	Wheelock and Co		
Maravi	Anderson	B. bk.	439	Mar. 24	D. Sassoon, Sons and Co	Newchwang	Early
Mercia	Simmers	B. bk.	596	Mar. 22	A. R. Tilby and Co	*F. or Charter*	
Minerva	Fox	B. bk.	290	Mar. 30	Smith, Kennedy and Co		
Morning Star	Johnston	B. sh.	562	Mar. 18	Frazar and Co	*F. or Charter*	
Petrel	Lewis	B. sr.	267	May 31	Frazar and Co		Laid up
Princess Alexandra	Saabye	B. bg.	228	Apr. 2	Aug. Heard and Co		
Queen of India	Thorton	B. sh.	657	Mar. 26	Frazar and Co		
Scindia	Carr	B. sh.	894	Apr. 3	Smith, Kennedy & Co		
Shanghae	Aurtenecher	Sp.bk.	270	Mar. 25	John Thorne		
Taechang	Fr.barren	F. r sr.	102	Mar 31	Buissonnet and Co	Tientsin	Early
Taeping	Mackinnon	B. sh.	767	Mar. 12	Gilman and Co		
Tiempo	Modeirvaga	Sp. bg	367	Mar. 21	Phillips, Moore and Co		
Trebalgan	Lewis	B. sh.	1171	Mar. 25	Blain, Tate and Co		
Vanguard	Scott	B. sh.	626	Mar. 14	J., Matheson and Co		
Whampoa	Carter	B. sh.	1197	Feb. 9	Jardine, Matheson & Co		
What Cheer	Ainsworth	Am.bk	335	Apr. 6	Master		
Yangtsze	Kunball	B. sh.	688	Apr. 1	Frazar and Co		

MANILA.

Ships' Name.	Flag & Rig.	Tons	Consignees	Destination
Adolfo	Spanish barque	424	Smith, Bell and Co	London
Asuncion	Spanish barque	270	N. Luna	
Aureliana	Spanish barque	482	Smith, Bell and Co	uncertain
Her Majesty	British Frigate	1112	Smith, Bell and Co	,,
Manila	Spanish barque	428	Holliday, Wise and Co	,,
Shen Shah	British Frigate	806	Smith, Bell and Co	,,

RIVER STEAMERS.

HONGKONG, MACAO AND CANTON.

Vessel	Flag	Captain	Tons	Horse-power	Owners or Agents
Fame	British	Lefevre	90	110	H. & W. Dock Company Tug
Fei-seen	,,	Mason	255		Hongkong C., and M. Shipping C.pany
Fire Dart	,,	Benning	420		Do.
Kin Shan	,,	Haskell	550		Do.
Kiu Kiang	Amer.	Taylor	1065		Russell and Co
Lintin	British		69		Acheong *Laid up*
Sir J. Jeejeebhoy	,,	Duncan	150		Acheong
Spark	Amer.	Falls	140		Thomas Hunt & Co
Plymouth Rock	,,	Newton	2380		Russell and Co
Prince Albert	British		180		Acheong
White Cloud		Carrol	380		Hongkong C., and M. C.pany

RECEIVING SHIPS.

Vessel	At	Flag & Rig.	Tons.	Captain	Owners
Fort William	Hongkong	B. sh.	1000	Ahlmann	P. & O. S. N. Steam Co
John Adam	,,	B. bk.	318	Buncombe	D. Sassoon Sons and Co
Tremelga	Macao	P. bk.	340	Marques	L. Marques Callao Early
Mahamoodie	Fuh-chau	B. bk.	292	Oliver	Jardine, Matheson & Co
Snipe	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Ann Welch	Shanghae	B. bk.	341	Roundy	Augustine Heard and Co
Snipe	,,	B. sh	592	Keppell	P. Framjee Cama and Co
Water Witch	,,	B. sh.	427	Lewes	Captain Lewes
Lady Hayes	,,	B. bg.	384	Patridge	Jardine, Matheson & Co
Wellington	,,	B. bk.	472	Bennett	David Sassoon, Sons & Co
Pathfinder	Ta-kau, Formosa	B. sh.	362		Jardine, Matheson & Co
Ternate	,,	B. bk.			Dent and Co

EXPORT OF TEA AND RAW SILK TO GREAT BRITAIN.

SEASON 1865-66,—1st JUNE to 14th APRIL, 1866.

CANTON.

	Tea lbs.	Silk bls.
June.		
Chalgrove,	299,600	
Pakwan,	1,109,400	
Behar,		2,883
Imperatrice,		4,096
Ottawa,		3,301
July.		
Rangoon,		4,715
Tigre,		5,768
Northfleet,	1,087,000	
Valdivia,	440,700	
Carnatic,		4,235
August.		
Scawfell,	869,300	
Mary Nicholson,	692,700	
Constance,	290,900	
Emeu,		4,280
Donnai,		2,077
Behar,		3,021
September.		
Scawfell, (from Hongkong),	85,900	
Herald,	657,000	
Veronica,	419,200	
Orissa,		2,643
Alphee,		1,389
Ganges,		1,206
October.		
Baroda,		3,210
Cambodge,		735
Yaratilda,	607,100	
Tamerlane,	589,200	
Yaratilda, (from Macao),	419,300	
Tamerlane, do.	326,500	
November.		
Emeu,		1,594
Spanker,	525,400	
Annie Archbell,	857,900	
Santon,	693,900	
Stirlingshire,	647,000	
Benares,		1,807
Imperatrice,		1,569
December.		
Salsette,		1,306
Singapore,		1,109
Tigre,		980
January.		
Ottawa,		1,253
James Russell,	975,200	
Jeddo,		1,415
Donnai,		697
Mountain Ash,	579,000	
February.		
Emeu,		746
Victoria,	267,800	
Queen of the Age,	931,600	
Victoria, from Macao,	104,300	
Benares,		1,111
Alphee,		367
March.		
Behar,		267
Baroda,		338
Cambodge,		489
Fort Regent,	584,200	
April.		
Ottawa,		487
	14,059,900	58,886

FUHCHAU.

	Tea lbs.
June.	
Fiery Cross,	950,400
Serica,	1,021,800
Yangtsze,	959,800
Ziba,	649,600
Childers, (lost	....
Flying Spur,	884,600
Black Prince,	1,036,800
Belted Will,	1,009,600
Chalgrove,	392,400
Min,	860,400
Young Lochinvar,	891,500
City of Aberdeen,	707,700
Taeping,	1,093,700
July.	
Lauderdale,	1,262,100
Japanese,	1,043,100
Devana,	859,600
Bella,	524,100
Dunmail,	953,000
August.	
Chaa-Sze,	726,800
Lorton,	666,700
Bengal,	982,200
Everest,	724,700
Areta,	855,700
Whinfell,	1,048,100
Queen Bee,	916,700
William Mitchell,	786,800
Thurso,	623,700
Fiwan,	186,500
September	
Berwickshire,	1,328,200
Agra	1,123,300
Aurora Australis,	650,500
October.	
Manfred,	672,600
St. Dunstan,	547,000
Merse,	876,900
Canaan,	1,085,100
Caractacus,	667,900
Lord Macaulay,	1,155,800
Banian,	827,200
Esperanza,	521,600
November.	
Alexandrina,	826,100
Beemah,	1,152,800
Corea,	720,300
December.	
Portland,	1,266,600
Juanpore,	553,700
Lammermuir,	1,462,200
Bacchante,	906,200
Cambalu,	673,100
Assyrian,	696,700
Albuera,	1,067,000
January.	
Ocean Spray,	445,900
Adelina,	1,003,000
Dilkoosh,	1,040,000
	44,880,400

AMOY.

	Tea lbs.
September.	
Florence Nightingale,	548,000

SHANGHAE.

	Tea lbs.	Silk bls.
June.		
Fire Queen,	933,800	
William Melhuish,	687,600	
Eliza Shaw,	946,800	
Silver Eagle,	1,126,300	
Guinevere,	864,600	
Challenger, (from H.kow),	848,900	
Isles of the South, (do.),	1,039,900	
July.		297
Gossamer,	950,400	
Highflyer,	1,181,400	
Ethiopian,	999,600	28
Elizabeth Nicholson,	1,132,800	
Golden Spur,	746,800	20
Pegasus, (from Hankow),	612,400	
Weymouth, do.,	1,095,600	
August.		
Ellen Rodger,	605,900	
John Lidgett,	868,500	
Star of China,	1,018,300	
Norwood,	872,500	
Hoang Ho, (from Hankow)	678,500	
Fychow, do.,	952,100	
Dunkeld,	868,500	
Red Deer,	957,500	
Burnswark,	319,500	
Kelso,	731,300	1
Neville, (from Hankow),	818,500	
Phillip Nelson, (do.),	550,000	
September.		
Art Union,	836,300	
Statesman,	909,600	
Garrawalt, (lost Oct. 1)	....	272
Iron Crown, (from H'kow),	1,031,400	
October.		
Dartmouth,	1,130,300	171
Glengairn,	1,067,100	
Lord Clyde,	627,700	
Polmaise,	773,600	16
St. And.'s Castle, (f. H'kow)	868,200	
Patna,	399,400	
Wild Deer,	1,344,200	
Queen of the Ocean,	908,400	
Ensign,	575,100	
Emperor, (from Kiukiang),	449,200	
November.		
Helen Nicholson	883,400	76
Prince Alfred,	923,600	
Robin Hood,	1,278,300	
Whitehall,	1,058,900	
Invincible.	860,800	
Horsa,	944,400	
December.		
Glencoe,	959,500	
City of Quebec,	845,500	
Helen Finlayson,	495,400	
Earl Dalhousie,	1,186,500	
Patrician,	1,436,200	
January.		
Rajah of Cochin,	1,165,800	
Petchelee,	429,9000	
Peter Denny,	1,243,700	
February.		
James Shepherd,	895,100	
March.		
Jubilee,	861,600	
	48,766,800	1,167

JAPAN.

	Tea lbs.	Silk bls.
August.		
Eleanor,	317,100	67
October.		
Northern Crown,	900,000	
Seringapatam,	193,300	
December.		
Simon Hobley,	312,500	
February.		
Cleveland	89,300	
	1,812,200	57

TOTAL.

	Tea lbs.	Silk lbs.
Season 1865-66, in 135 vessels,	110,067,100	60,328
Season 1864-65, in 168 vessels,	114,143,200	37,899
Decrease,	4,076,100	
Increase,		22,429

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